The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 9

The friendliness and courtesy which the British soldiers in France showed to the French people as soon as they landed brought a quick response. It here takes material form, for a young Frenchwoman is making a lavish distribution of the last autumn flowers from her garden to the khaki quartette whose car has halted near her home. Slung across the sergeant's shoulder is one of the cases of maps which are provided for most drivers of military cars in France.

Photo, P.N.A.

In Fifty Days They Didn't Drop a Bomb!

Seven weeks had passed and still the great offensive had not come. Indeed, there were some in Paris who went so far as to say that the war on the Western Front had resolved itself into a stalemate.

AFTER the first fifty days of war no fighting on the grand scale had been seen on the Western Front. As one of the great Paris newspapers put it, a "kind of half truce" was in operation, thanks to which civilian life and railway and road traffic had been able to continue almost normally on both sides of the frontier.

For a few weeks the French had engaged in offensive operations. Their line had been carried over the frontier on to German soil, but the fighting had been entirely a matter of outpost engagements, of patrol fighting patrol in "No-man's-land," and of long-range artillery duels between the guns in the Maginot and Siegfried Lines.

Considerable progress had been made; and that the menace of the attack was fully realized by the Nazis was evidenced by the fact that many of the towns in the war zone had been cleared of their civilian population. It had been said in the newspapers, though not in the official communiqués, that Saarbruecken was practically surrounded and could be captured at any moment, and the same fate was believed to be threatening several other of the Rhineland towns.

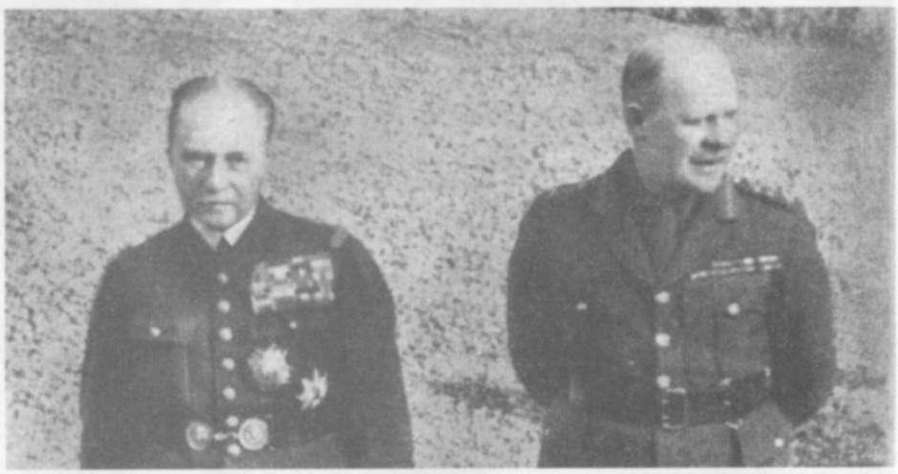
When the Germans delivered their long-expected counter-attack it was revealed that the French had retired from their advanced positions a fortnight before. In the French War Communiqué No. 87, issued on the night of October 17, it was stated that: "Towards the end of yesterday afternoon the Germans, supported by heavy artillery fire, launched a second attack over a front of 18 miles in the region east of the Saar. Our light advance elements withdrew gradually as planned, but our fire held up the enemy on the pre-arranged line. In anticipation of this resumption of the German offensive the French command a fortnight ago decided to withdraw to other positions those French divisions which had taken the offensive on German territory in order indirectly to assist the Polish armies. The whole of the necessary movements were completed by October 3. After that date we had only light advance elements and a few supporting units in contact with the enemy."

The communiqué issued by the German High Command on the same day confirmed the retirement: "French troops yesterday evacuated the greater part of the German territory occupied by them in front of our fortifications. They retreated to and over the frontier."

In readiness for the attack the Germans had massed a very large number of troops,

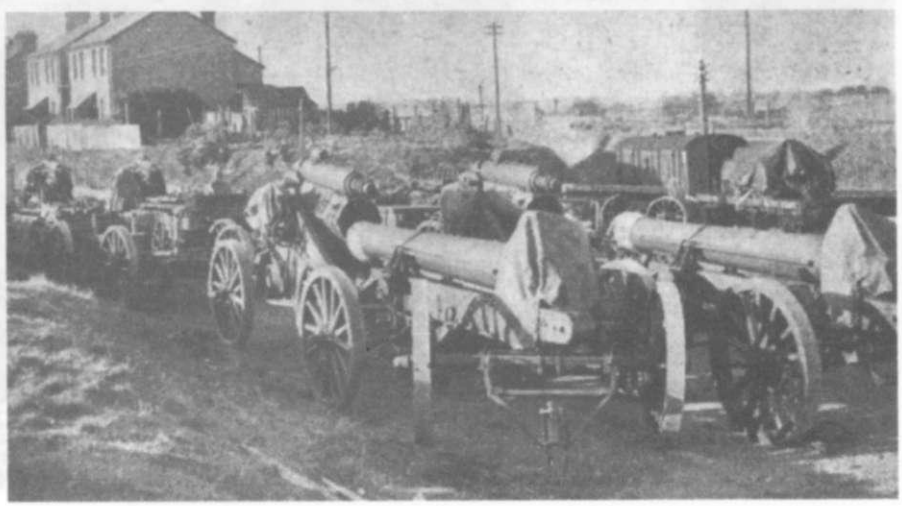
The soldiers of 1939, like those of 1914, sometimes travel in goods wagons. They are equally ready with a piece of chalk, and "Vive la France," "Vive la England" and "Gott Strafe Hitler" are some of the inscriptions that they have chalked up.

Photo, Sport and General



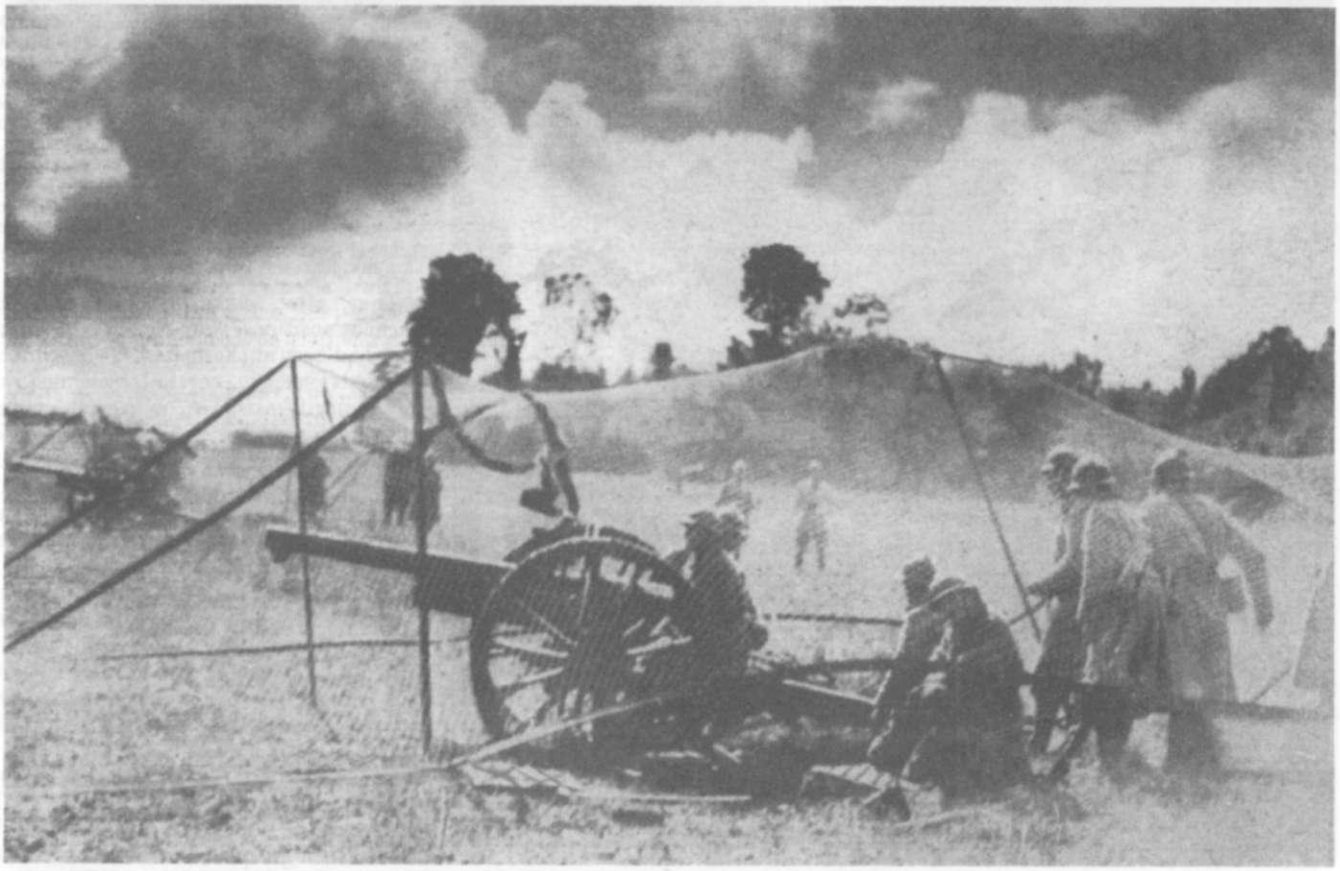
After a discussion of plans, Viscount Gort, British C.-in-C., and General Gamelin, French C.-in-C., are seen above taking a stroll near headquarters. Below are British howitzers in England on their way to embarkation for the front. For easy transport the barrels are detached from the breech and carried on separate limbers.

Photos, Associated Press



French Men and French Guns on German Soil

In the course of their advance across the frontier, the French troops occupied a number of German villages. So steady and so careful was their progress that little damage was done, and from some places the civilian population was not evacuated. In the photograph above a column of French infantry is marching through one of these villages, which for the time, at least, heard the invaders' tread.
Photo, Central Press

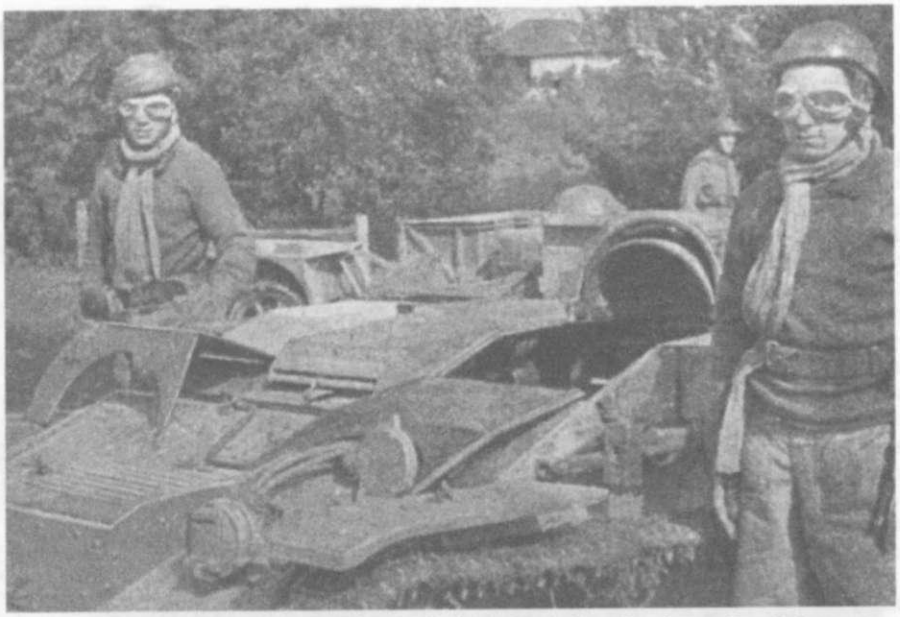


Since the days of Napoleon, and even long before, the French army have been famed for the excellence of their artillery. In this war as in that of 1914-1918 our Allies put their trust very largely in the famous 75-mm. gun. Here we see a battery of "75's" on the Western Front in the open, but partially concealed by a network camouflage.
Photo, Topical

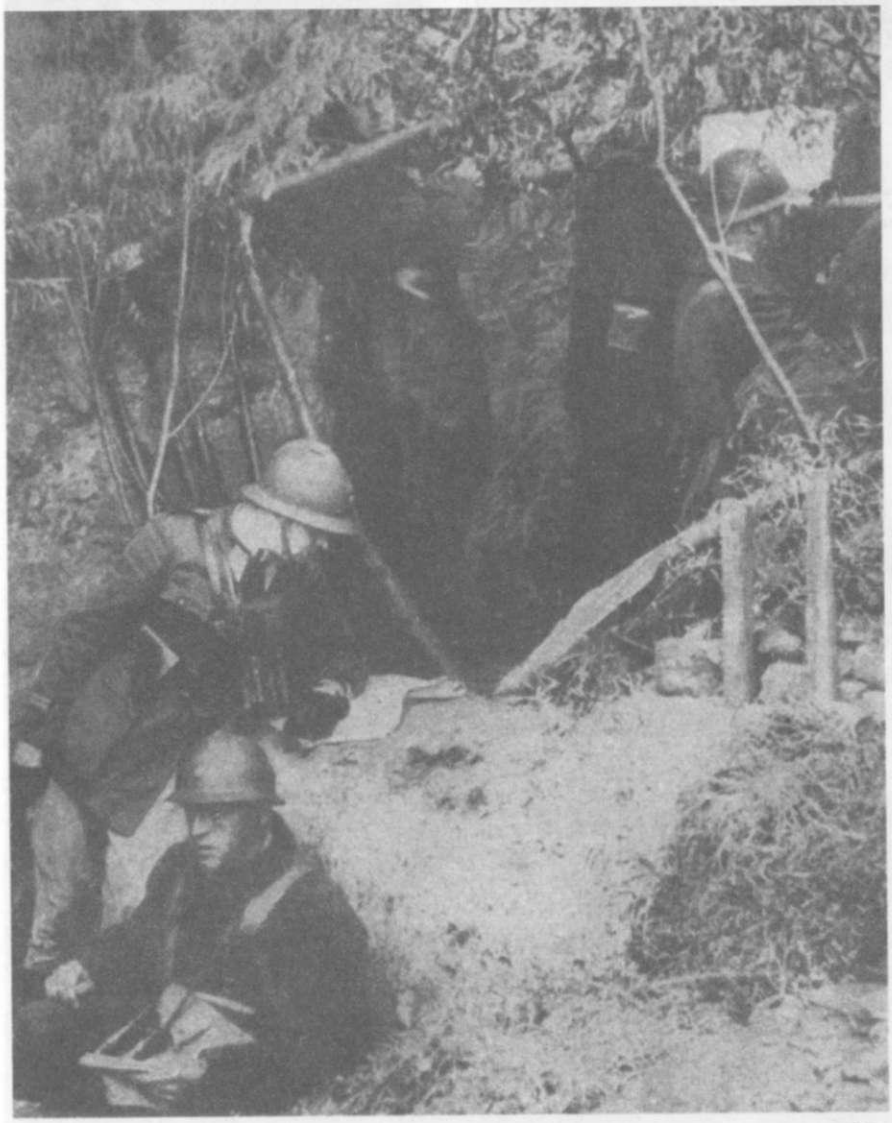
but most of these were not needed when it was discovered that the French were holding mere outpost lines. In their withdrawal they had carefully sown the ground with mines of various descriptions, and as the German infantry advanced, these caused heavy losses. At the same time a huge volume of fire was kept up from the line to which the French had already retired, while the guns in the Maginot Line kept up a heavy bombardment of the zone of hostilities.

The German Command had let it be known that they had no intention of endeavouring to force the French back as far as the Maginot Line; their offensive was directed merely to regain possession of German territory which had been occupied by the French in the first few weeks of war. Nowhere did German troops cross the French frontier.

Following the engagement the German High Command issued a review of operations on the Western Front since the beginning of the war. Since September 9, it stated, when the French opened hostilities, no serious fighting had taken place anywhere on the front. There had been purely local fighting on the terrain between the frontier and the Westwall (Siegfried Line), and the French occupied a few German districts near the frontier between Luxemburg and Saarlautern, the Warndt Forest, and a salient south-east of Saarbruecken.



The smallest type of French tank is the chenilette, and so fast and handy are they that, among other uses, they have been employed in carrying ammunition to the front. Here we see several, with their drivers standing by: they are wearing a kind of steel crash helmet.
Photo, Sport and General



One of the objects of the French advance into German territory was to observe the Siegfried Line at close quarters. Observation posts were established on high ground commanding the vaunted Nazi "Westwall," and one of these is seen above with the observers recording the results. When bad weather came, some of these observation posts were abandoned.
Photo, Associated Press

> "Only in the two last-named districts which were evacuated according to plan did the enemy advance to a depth of from three to five kilometres, and with heavy losses. The rest of the territory in front of the Westwall was not occupied by the enemy.". . . Absolute quiet has reigned since the beginning of the war on the Upper Rhine from Karlsruhe to Basle. . . . There have been no bomb attacks." The communiqué concluded by saying that apart from air force casualties (169 dead, 356 wounded and 144 missing), "only one German has been killed on the Rhine front, and he by falling shrapnel from our own anti-aircraft fire!"

Thus, after seven weeks of war, the French positions were practically what they had been at the opening of hostilities. The advance, so carefully planned, so methodically executed, with such careful a regard for human life, had succeeded in its objects. The French patrols and outposts had felt their way across "No-man's land" until they fumbled, as it were, at the concrete bastions of the great Siegfried Line itself.

Having gained the information they sought, and pressure on the West being of no more avail to the Poles, the French retired, and their retirement was so carefully planned and so silently carried out that fourteen days elapsed before the opposing forces venturned to make a frontal assault. Then they moved forward in great strength, only to beat wildly in the air at an enemy who had already eluded their grasp, and on the eve of winter they settled down to consolidate themselves in a ground which had already been turned into a quagmire by the French.

Behind the Lines with the British Field Force

With the British Army in France are two of the King's brothers. Top left is the Duke of Gloucester, Chief Liaison Officer, with Viscount Gort and Lt.-Gen. Sir Douglas Brownrigg. Above, the Duke of Windsor is being greeted by a French Officer.

The diffidence which some travellers show in speaking a foreign language does not prevail in the British Army, and the soldiers manage to make themselves understood with a few words and signs. They are particularly happy with children, as the centre photograph shows, and many French youngsters have heard from their parents, who were themselves children in the last war, that the Tommies of those days were always the children's friends. Bottom, British soldiers are on the march in a French village.

Photos, British Official ; Crown Copyright

Luxemburg Fears Again for Her Neutrality

Though great trunk railway-lines run through Luxemburg, few travellers spare more than a passing glance for the little Grand Duchy. Here are some details of the land and its people—details which are not unimportant in view of Luxemburg's position.

To most people, perhaps, Luxemburg is just a famous broadcasting station. There is, however, much more to be said about the little country, a land of woods and pasture, vineyards and orchards, which lies between France, Belgium and Germany on the southern slopes of the Ardennes.

Although it is only nine hundred and ninety-nine square miles in extent, Luxemburg ranks among the independent countries of Europe. It is a Grand Duchy, and its present ruler is the Grand Duchess Charlotte, who succeeded her sister, Marie-Adelaide, in 1919. During the Great War the Grand Duchy was overrun by the German armies, and Marie-Adelaide protested unavailingly against the occupation. Following the war political complications led to her abdication, and she died a few years later in a convent in Italy.

Before and during the Great War Luxemburg was a member of the German Zollverein, or customs union, but by a referendum held in 1919 the Luxemburg people voted in favour of an economic union with France. France, however, refused in favour of Belgium to consider the possibility of an economic union, and in 1921 Luxemburg concluded an agreement with Belgium for the economic union of the two countries. The agreement was to run for fifty years, and as a result there is no customs barrier between Luxemburg and Belgium, and Belgian currency is used in the Grand Duchy.

For the most part the Luxemburgers—there are about 300,000 of them—are farmers on a small scale. A good many, however, are employed on the railways—there are 338 miles of railway in the country owing to the fact that several of the main European lines run through it—and on the international telegraph and telephone systems.

Militarily speaking, Luxemburg does not count; its army, indeed, numbers 250 men (including 10 officers and 50 bandsmen), supported by a police force of 225. It will be understood that the Luxemburgers want nothing so much as to be allowed to remain neutral in all quarrels which distract their great neighbours, but unfortunately for their peace, geography has often ruled otherwise. In 1939, as in many a year of its storied past, Luxemburg heard beyond her frontiers the tramp of thousands of armed men; and from one corner of the little State, at Remich, the Luxemburgers and their visitors had what may be described as a grand-stand view of the fighting in No Man's Land between the Maginot and the Siegfried Lines.

Threat to Neutrality

As the war progressed, however, there were rumours of German preparations on a large scale facing the Luxemburg frontier, and the Luxemburgers grew more than a little anxious at the suggestions which were thrown out that Germany was contemplating, for the second time in twenty-five years, a violation of Luxemburg territory with a view to turning the flank of the French defences on the Rhine-Moselle frontier.

Within only a few days of the outbreak of hostilities, indeed, the neutrality of Luxemburg was violated when a dozen inhabitants of the opposite German shore swam across the Moselle and scrambled up the bank into Luxemburg, driven there by hunger. They were received, if not with open arms, at least in a mood of willing helpfulness, and were returned to Germany only after they had been given a good meal. By way of conclusion of this little story, it should be added that these violators of Luxemburg neutrality were German *pigs!*

So for the time being Luxemburg remained a little island of peaceful neutrality in an ocean of war. The frontiers on all sides were still kept open. Luxemburg peasants crossed the river as of old to work in the German vineyards, and as beneath the hedges the Luxemburgers took out their dinners, the German soldiers crowded round to read the newspapers in which they were wrapped.

Possibly from the preposterous fear that the Allies might violate the neutrality of the little principality, the Nazis severed some of the communications between Luxemburg and Germany. Left, a bridge across the River Moselle, which forms the frontier, has been blown up; and, above, a camouflage gun-screen has been erected on the heights above the river.

Photos: Associated Press

None But The Best for Britain's Army

The bill of fare is always interesting reading to the young soldiers, and no one should get up from an Army meal hungry. The sergeant-cook is here chalking up the dinner menu on a blackboard.

One of the duties of the A.T.S. is to provide cooks for the Army. Here recruits are learning from a professional how to cut up joints.

THE diet of the British troops is a generous one, and there is far more variety than was the case in 1914. The daily ration for each man is:—

Bread	16 oz.	Potatoes	12 oz.
Meat	14 oz.	Bacon	3 oz.
Vegetables ..	8 oz.	Cheese	1 oz.

There are also ample allowances of margarine—including a proportion of butter—tea, milk, sugar, rice, salt, pepper and mustard. Tinned herrings and tinned salmon are also provided, while each man receives two ounces of tobacco or cigarettes and two boxes of matches a week.

Plenty of food of the best quality is one of the first requisites of an army both in training and in the front line, and a huge organization is needed to give the soldier his meals. Left, "somewhere in France," a quartermaster-lieutenant is checking up the issue of rations. Right is a midday scene in the west of England. A column on the march has halted close to the sea, and at a mobile kitchen soldiers are lining up with their mess tins all ready to receive a hot meal.

Acknowledgements as follows: Photos, Topical, Fox, P.N.A. and Photopress

Salute to Turkey, Our New Ally

In the Great War Turkey was ranged with Britain's enemies, but in 1939 the countries whose sons had warred to the death on Gallipoli found themselves in happy union.

A naval cadet with rifle and fixed bayonet sounding the "fall in" at Turkey's new great Naval College on Heybeliada Island, near Istanbul. *Photo, Keystone*

ALTHOUGH Turkey and Russia remained on excellent terms, the negotiations at the Kremlin between M. Stalin and M. Molotov on the one hand, and M. Sarajoglu, Turkish Foreign Minister, on the other, reached a deadlock on October 17. Some supposed that Turkey had been asked to join a Balkan *bloc* supporting Russia and Germany; others expressed the view that Russia had demanded that Turkey should unconditionally close the Dardanelles against Allied warships—a demand which Turkey refused to grant since it was clearly incompatible with the Montreux Convention of 1936.

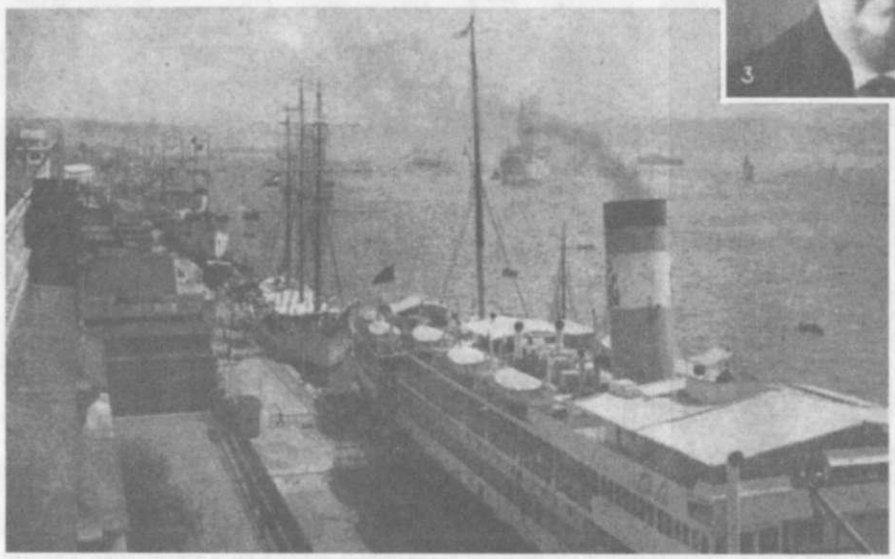
Whatever the reason, the negotiations were broken off and M. Sarajoglu left for home. While he was still on the way to Ankara it was announced that the Turkish treaty with France and Great Britain negotiated in the previous June would be signed forthwith.

The actual treaty was signed in Ankara at 6.30 p.m. on October 19 by the Turkish Prime Minister, Dr. Reyfik Saydam, and the British and French Ambassadors, Sir H. M. Knatchbull-Hugessen and M. Massigli. Also present at the signing were General Sir A. P. Wavell, Commander of the British Forces in the Middle East, and General Weygand, Commander-in-Chief of the French Forces in Syria, who had already started staff talks with Marshal Tchakmak, Chief of the Turkish General Staff. The treaty came into force immediately, and is valid for fifteen years. That same night Herr von Papen went back to Berlin to meet a Fuehrer enraged by the complete collapse of German foreign policy on yet another front.

The treaty is a mutual assistance pact. Britain and France will aid Turkey if an act of aggression is committed against her by a European power; Turkey will come to the aid of her allies if a European power commits an act of aggression leading to war in the Mediterranean area in which France and the United Kingdom are involved, and, moreover, will help France and the United Kingdom if they are engaged in hostilities in virtue of their guarantees to Greece and Rumania.

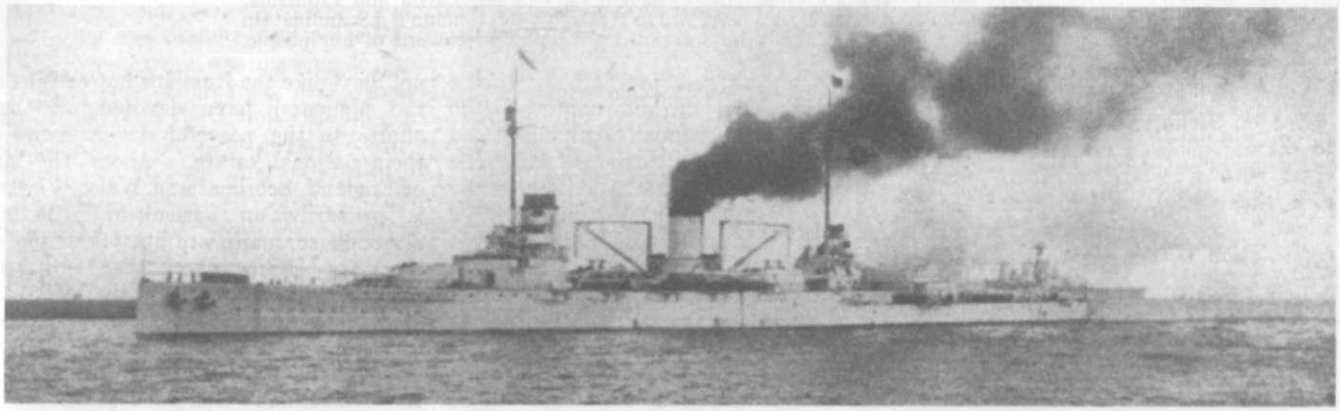
Announcing in the House of Commons the signing of the pact, the Prime Minister said it would "give the House great satisfaction to learn that our negotiations have been brought to this successful conclusion, and that seal has been set on our close and cordial relations with a country for the qualities and character of whose people we have the highest regard and admiration." In Britain and in France, and also in Turkey, the pact was generally welcomed, and Moscow regarded it with

The signatories to the Anglo-French-Turkish Pact are seen above: (1) Sir Hughe Knatchbull-Hugessen, British Ambassador to Turkey; (2) M. Massigli, French Ambassador to Turkey; (3) Dr. Reyfik Saydam, Turkish Prime Minister. Right are the officers who took part in the staff discussions: (4) Lt.-Gen. Sir A. P. Wavell, commanding the British forces in the Middle East; (5) General Weygand, French Commander in the Near East; (6) Marshal Tchakmak, chief of the Turkish General Staff. *Photos, Russell, Wide World, E.N.A. and Planet News*

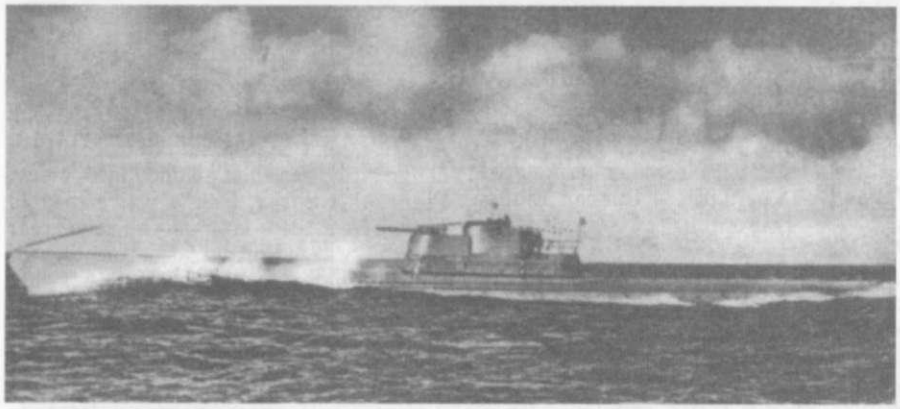


The quays at Istanbul (Constantinople) look out over the Bosporus, which divides European from Asiatic Turkey. The only entrance to the Black Sea, which gives access to Russia from the Mediterranean, is through the Dardanelles, the Sea of Marmara, and the Bosporus, all of which are commanded by Turkey. *Photo, Dorien Leigh*

The Guardians of the Straits are Ready Now



The largest ship in the Turkish fleet is the battle-cruiser "Yavuz," above. She was the German ship "Goeben" that took refuge in Turkish waters in August 1914. The submarine "Saldiray," seen right, is one of the most powerful of the five in the Turkish navy.



benevolent detachment. As Mr. Chamberlain told the Commons, "it has been announced both from Moscow and Angora that Turkey's relations with the Soviet Government continue as in the past to rest on a foundation of friendship. In Berlin, however, the pact was reported to have created a tremendous impression, for great hopes had been reposed in von Papen's diplomacy. Hence furious attacks were made in the German press on Turkey for having listened to the siren voices of her one-time foes.

In 1914 it was a great reverse for the Allies when Turkey decided to throw in her lot with the Central Powers; in 1939 it was as great a victory for the Allied cause when Turkey, rejuvenated, having thrown off the shackles of a corrupt and decaying political, social, and religious system, took her place side by side with the great Western Democracies in their stand against Nazi aggression.

Turkey's revival is based on the army which Mustapha Kemal reorganized after the Great War and led to victory over the Greeks. The Turkish Army is now one of the most formidable fighting machines in the Mediterranean zone. These photographs illustrate its modern aspect left, above, machine-gunners in action; left, below, a camouflaged tractor; right, a muleteer of the transport.

Photos, Planet News and Keystone

Finland Resolved to Defend Her Heritage

Following Soviet Russia's diplomatic onslaught on Estonia, Latvia and Lithuania, demands were alleged to have been addressed to Finland. But Finland is a Scandinavian power, not a Baltic State, and "no surrender" was the watchword of her people.

WHEN it was announced that Finland had been invited by Stalin to send a representative to discuss political and economic questions with Russia, the little "country of a thousand lakes" prepared for the worst. Having just witnessed the capitulation of the three Baltic States, Finland felt that she, too, would now be required to enter the orbit of Moscow. In particular she feared that Russia would demand some share in the control of the Aaland Islands—those islands which, lying at the mouth of the Gulf of Bothnia, form the key to the eastern Baltic.

Finland's suspicions of Russia's intentions have plenty of justification in history. From 1809, when her centuries-old connexion with Sweden terminated, Finland was part of the Russian Empire with the Tsar ruling as Grand Duke. For many years she was permitted to enjoy a large measure of autonomy, with her own government, religion, language, educational system and army. Her liberties were severely infringed, however, in the early years of the present century when a period of intense Russification set in. There were few regrets, therefore, when the Tsarist regime crashed into ruin in 1917. The suspended constitution was at once restored, and on December 6, 1917 the sovereign independence of Finland was proclaimed. In the following year, however, fighting broke out between the Finnish Communists and Russian revolutionary troops on the one hand, and the White Guard, led by General Mannerheim, supported by a German force under Von der Goltz, on the other. Finland's War of Independence, as it is called, was short but fierce; it lasted only four months in 1918, but it was marked by a Red terror and a White counter-terror in which some 15,000 men, women and children were reported to have been slaughtered.

Problem of the Aalands

After the collapse of Germany Mannerheim gravitated towards England and America, and in the summer of 1919 a democratic republic came into being. Peace with Soviet Russia was signed in 1920, and a little later in the same year Finland was admitted as a member of the League of Nations. In 1921 her sovereignty over the Aaland Islands, disputed by Sweden, was recognized by the League, although it was agreed that the Islands should be neutralized and demilitarized. Eighteen years later, in the period of unrest consequent upon the crisis over Czechoslovakia, Finland consulted with Sweden concerning the re-fortification of the islands, but the work had hardly commenced a year later.

Since the winning of independence the Finns (who, it should be remarked, are not Slavs like the Russians but cousins of the Magyars) have devoted all their efforts to the peaceful development of their national estate. About the size of England, Scotland and Wales, Finland is primarily an agricultural country, although so many are its lakes and so large its Arctic region, that only one-twentieth of its area is cultivated. Vast are its forests; and timber, pulp and paper are the country's chief items of export. Most of the trade is done with Britain, though Germany is a good second.

For centuries the Finns have been proud of their national culture. In their roll of honour are famous writers and artists and, above all, musicians—Jan Sibelius, for instance. World-famous in the field of sport is Paavo Nurmi, the runner whose ten-mile record set up eleven years ago still stands, and Taisto Maeki, holder of four world records. In the field of government Finland will ever be renowned as the country which first gave its women the parliamentary franchise.

Primarily a nation of peace-lovers, the Finns have often displayed soldierly qualities of the highest order. When in October 1939, therefore, there came what seemed to be a threat to the nation's independence, the Republic flew to arms. The peacetime strength of the army is only some 30,000 men, but there is a Civilian Guard of 100,000, and reserves of one kind and another bring the total of the military forces up to some 300,000 men. Neutral observers who visited

Every Finnish citizen is liable for service in the army, the peacetime strength of which is 2,000 officers and 31,000 other ranks. Above is Marshal Mannerheim, left, the commander-in-chief. Right, a battery of Finnish anti-aircraft guns.

Photos, Keystone and Wide World

Finland in those weeks of crisis reported having seen with amazement enormous quantities of arms and munitions of the very latest patterns.

Finland was resolute, and reports that the Russian army was massing in great strength near Leningrad, only twenty-five miles from the Finnish frontier, led to no weakening in the country's will to resist. All the reservists were called up, and arrangements were made for the evacuation of Helsinki (Helsingfors in Swedish), Viipuri (Viborg), and other towns. M. J. K. Paasikivi, Finland's Minister at Stockholm and former Prime Minister, who was generally held to be best acquainted with the Russian Government, was despatched to Moscow to find out what terms Stalin was prepared to offer, and President Kallio proceeded to Stockholm to consult with the kings of the Scandinavian countries concerning the problems of their joint interests.

The Finnish Minister at Stockholm, M. J. K. Paasikivi, is seen right in the photograph above with Colonel Paasonen, left, and M. Nykoff. In October 1939 he acted as Finland's principal representative in the discussions concerning the questions at issue with Soviet Russia.
Photo, Central Press

Finland, while still hoping for the best, did not slow down her preparations for the worst. Above, left, trenches are being dug. Women and children were evacuated from danger zones, including Helsinki, and on the right some are waiting on a railway platform to entrain.

Finland's capital, Helsinki, formerly known as Helsingfors, is one of the most beautiful cities of Northern Europe. This photograph shows the South Harbour which runs right into the heart of the city. The building in the centre is the Lutheran Church of St. Nicholas.
Photos, Topical, Wide World, Derek Wordley

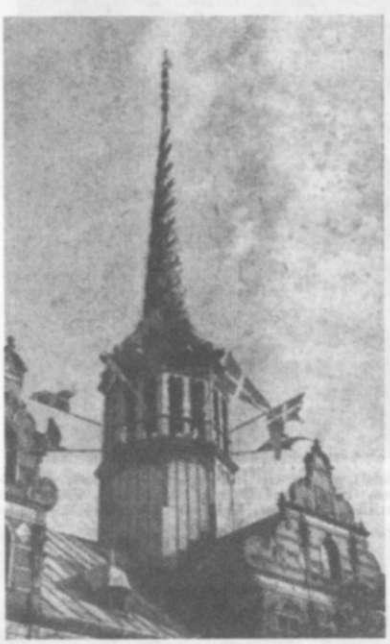
Back and forth between Moscow and Helsinki travelled M. Paasikivi. Rumours were rampant to the effect that Finland was being asked to tread the same hard path as the Baltic States, but nothing official concerning the negotiations was vouchsafed to the general public.

Then on October 23 there came a report from Helsinki that Stalin's claims on Finland would be shown to be more modest than the world had hitherto supposed. According to an announcement made by the Moscow radio, Russia would now ask Finland only not to fortify the Aaland Islands, and to remove the present defences. That military alliance with Russia which had been so feared by the Finns was not, it was stated, being insisted upon; Russia would be content if Finland pledged herself not to engage in a combination of powers directed against Moscow.

Finland waited — but not for one moment did she relax her attitude of calm watchfulness and readiness for every eventuality.

Scandinavia's Rulers Take Counsel Together

The three kings of the Scandinavian countries and the President of Finland who took part in the Four-Power Conference at Stockholm on Oct. 18-19, 1939, are seen above with their Foreign Ministers. Left to right: M. Erkko, Finnish Foreign Minister; M. Munch, Danish Foreign Minister; President Kallio of Finland; King Haakon VII of Norway, King Gustav V of Sweden; King Christian X of Denmark; M. Koht, Norwegian Foreign Minister; and M. Sandler, Swedish Foreign Minister.



Above, the first air raid shelter is being dug in the Heotorget Square in Stockholm; right, flags flying from the Copenhagen Stock Exchange in honour of the Conference.

Denmark, in common with other Scandinavian countries, called a number of classes to the colours as part of the precautions aimed at preserving her neutrality. Here men called up for service are lining up to report. Military training is compulsory for every able-bodied man in Denmark, even the clergy having to serve.

LINKED by ties of race and culture, history and interest, the Scandinavian countries, Sweden, Norway, and Denmark co-operated in 1939, as they did during the war of 1914–1918, but this time Finland was joined in their conclave. On October 18 and 19 the kings of Denmark, Norway and Sweden, and the President of Finland, with their Foreign Ministers, met in Stockholm to discuss the problems due to the international situation. The four Governments declared that they were "determined in close co-operation to adhere consistently to strict neutrality. Their intention is to let their attitude with regard to all problems which may occur be determined by their solicitude to uphold a neutral position in full independence." They also decided that as far as possible they should maintain traditional commercial relations and support each other in securing vital supplies for their peoples.

Convoys are Safe with the Royal Navy

In the fight against the U-boats and the air-raiders the convoy system is proving its worth over and over again. As in the last war, so in this, the Navy is seeing that the food-ships arrive safe home in port.

One of the first steps taken by the British Admiralty to counter the submarine menace was the institution of that system of convoys which proved so successful in the last war. In his first statement to the House of Commons Mr. Churchill reported that a convoy system had been organized, and was already in full operation for both outgoing ships and those homeward bound.

It may be assumed that the measures first adopted in the last war have now been well-nigh perfected. The practice is for ships to assemble at certain specified ports of departure. There the masters are called together and given instructions concerning the stations they are to keep in the convoy—a most important matter—the measures to be adopted for the black-out of their vessels, the zig-zag course to be steered, and the action expected of them if and when a U-boat is sighted.

When all the ships of the convoy have been assembled, it leaves harbour and, under an escort of cruisers, destroyers and other vessels of the British Navy, is shepherded across the ocean.

U-Boats at a Disadvantage

The advantages of the convoy system hardly need stressing. A solitary vessel attacked by a U-boat is at the raider's mercy, but when a U-boat breaks water and delivers an attack on a convoy it is the U-boat that is in the unenviable position. It may have time to fire a shell or to launch one torpedo, but that will almost surely be its last; before it has time to deliver a second attack the racing destroyers will have sent it to its grave by their depth charges. Then the crew of a vessel torpedoed in a convoy have a much better chance of rescue than if the ship were proceeding on its own.

The success of the convoy system was demonstrated even in the first few weeks of the war. The number of sinkings was at once reduced, and those ships lost were either vessels which were proceeding separately or were on their way to join a convoy.

In the last war the convoy system was so successful that 99 per cent of the ships convoyed were escorted in safety to their destinations. The present war may well repeat the successes of the last, and this despite the fact that today the naval escort have to be prepared for an attack from air-raiders as well as one by submarines.

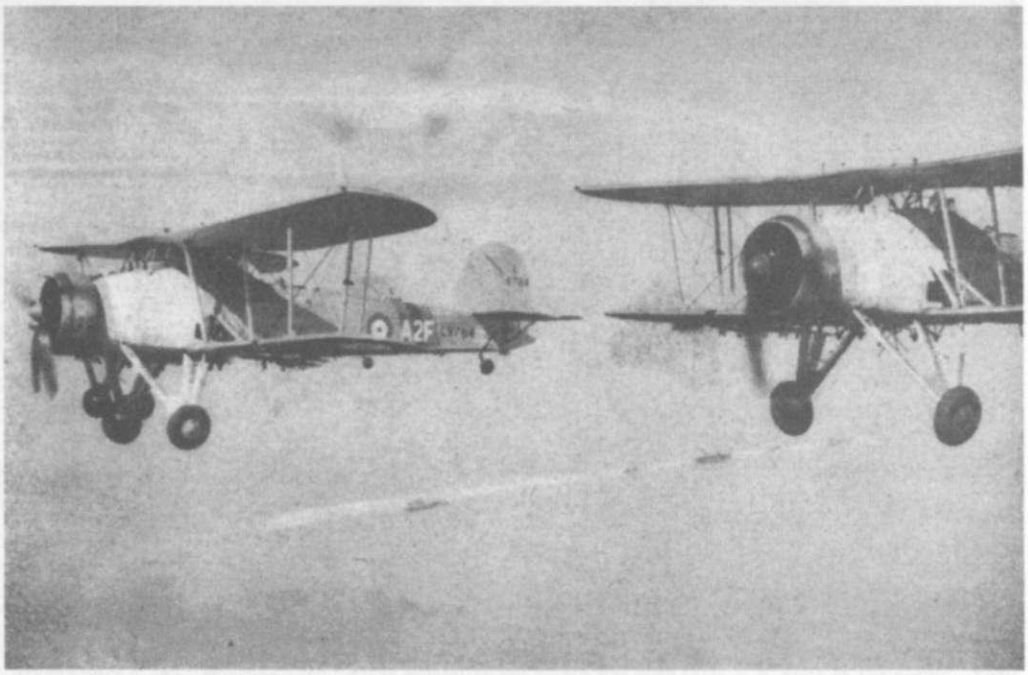
The first air attack on a British convoy was delivered by Nazi 'planes in the North Sea on the afternoon of Saturday, October 21—ominously enough, if the Germans had remembered it—Trafalgar Day.

Air Attack in the North Sea

During the morning enemy aeroplanes had been spotted shadowing the convoy as it steamed in two lines southward, protected by escort vessels and reconnaissance 'planes. At 12.30 three bombers dived out of the mist on to the convoy, but in the face of tremendous fire banked steeply and vanished in the distance. Half an hour later a further attack was delivered by two flights of three aeroplanes each. The leading escort vessel opened a heavy barrage which made the attackers turn away. Coming back again, they drew the fire of all the escort ships, and before they had time to retreat were engaged by a flight of British fighters which came swooping across the convoy from the land. When last seen from the convoy the raiders were disappearing into the clouds to the eastward, closely pursued by the British 'planes. It was later announced that three of the Nazi seaplanes were shot down and a fourth forced to land, but no hits were obtained on the convoy and there were no casualties. The convoy reached its destination without further molestation.

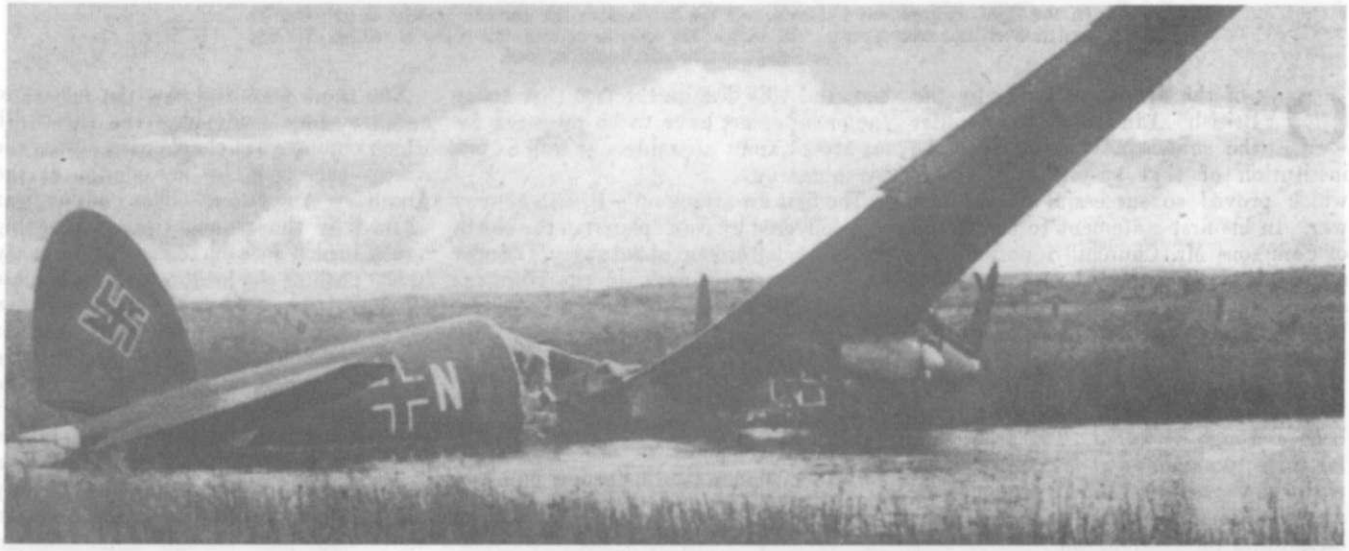
The same week-end saw the release of another story evidencing the care with which convoys are shepherded across the ocean—this time by aeroplanes of the Auxiliary Air Force. The convoy was warned by the airmen twice of drifting mines, which in each case were directly in the path of the leading ships and close to them. The airmen, who until a few weeks before had been employed in their civilian occupations, dropped smoke flares as markers within a few feet of the mines, and warned the convoy of their presence by flash-lamp signals. On the first occasion the ships' helms were thrown hard over, and the escort led the convoy on a new course. On the second occasion there was just enough time for an escorting destroyer to steam across the merchantmen's course and put the mine out of action by machine-gun fire. The sea was rough, and the detection of floating mines is always a matter requiring careful and skilled observation; yet here again the effective liaison between the convoy and its escort of ships and 'planes was strikingly demonstrated.

In the light of such convincing experience of the efficacy of our Navy's defence methods, it is not surprising that from the neutral countries, and from Scandinavia in particular, came requests for the establishment of more and larger convoys; and this despite the fact that Germany announced that neutral ships accepting a place in a British convoy were liable to be treated as enemy craft.



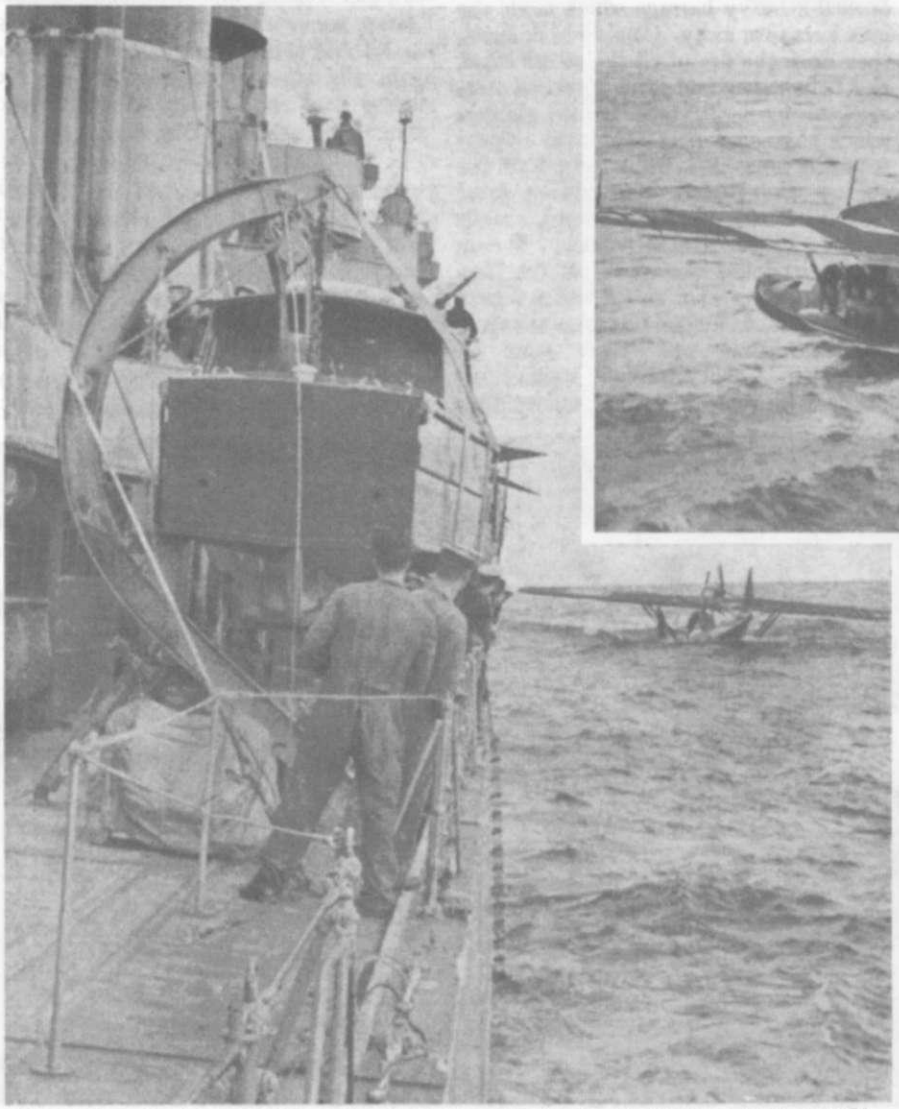
As emphasized by both the Prime Minister and the Air Minister, the work of the Coastal Command, R.A.F., and the Fleet Air Arm on convoy and anti-submarine patrol is exacting and "almost continuous." The Fairey Swordfish, seen above on such patrol, carries either bombs, slung in the racks seen under the wings, or a single torpedo between the widely splayed legs of the undercarriage. *Photo, Wide World*

Nazi Bombers Brought Down by British Guns



This German aeroplane, a twin-engined Heinkel bomber, is one of the two which were disabled by gunfire during the attack by the Nazis on British warships in the North Sea on October 9, and afterwards came down on Danish territory. According to the Admiralty statement, no British ship was damaged and other German aircraft may have been hit. Thus one more demonstration of the prediction that the "battleships would beat the bombers" was given by the Royal Navy.

Photo, Associated Press



One of the Nazi bombers shot down when attacking British warships in the North Sea on September 26 is seen in the photo above. The crew are launching their rubber boat in which some of them kept afloat until picked up.

The photograph above and that centre-right were taken during the rescue on September 26. Above, the British destroyer is approaching the enemy aircraft to pick the crew up from their rubber boat. The German machine is a Dornier flying-boat, a long-range type of aircraft similar to those which were used on Germany's air mail service across the South Atlantic.

Photos, Central Press

THE first raids by Nazi bombers on the British coasts and ships resulted in negligible damage to the targets, but in very serious losses to the attackers. The losses of the Germans in raids made in the course of a month are summarized, the numbers of 'planes brought down being given in brackets:

Sept. 26.—Attack on British warships in North Sea (2).
Oct. 9.—Attack on Navy in North Sea (4 in sea; 2 in Denmark).
Oct. 16.—Attack on warships at Rosyth (4; 3 more probable).
Oct. 17.—Raids on Scapa Flow (2).
Oct. 17.—Air fight over North Sea (2).
Oct. 21.—Attack on North Sea convoy (7).
Oct. 22.—Raids south-east Scotland (1).

Thus from the very beginning it was clearly demonstrated that warships, properly guarded and defended, had little to fear from aerial attack.

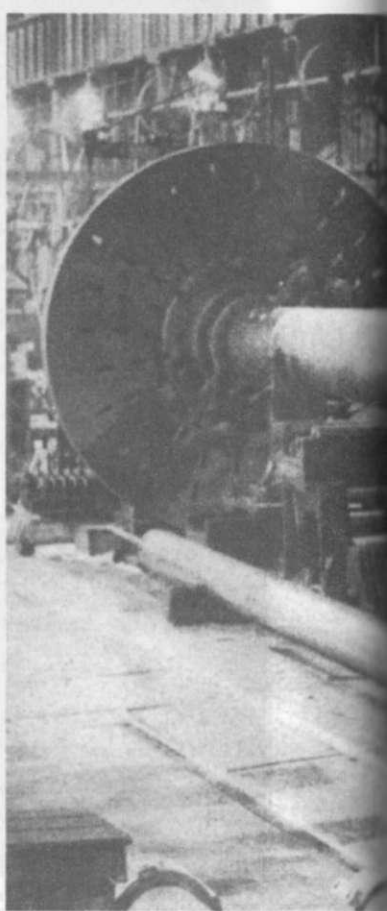
'German' Ocean—Not With These About!

This impressive line of warships are cruisers of the "Southampton" class patrolling the North Sea with their A.A. guns at the ready. They demonstrate that the Nazi claim that it is now the "German Ocean" is only one more example of vain boasting. It is this constant British patrol that has "beaten the bombers" and made the threat of air action against the navy of little effect. On patrol duty the crew are always ready to take up their battle stations and the ships are cleared for action.

Photo, Fox

In Britain's V

The photograph above shows one of th
tion. Those in the farthest lines have



In the early days of the intensive Nazi pu
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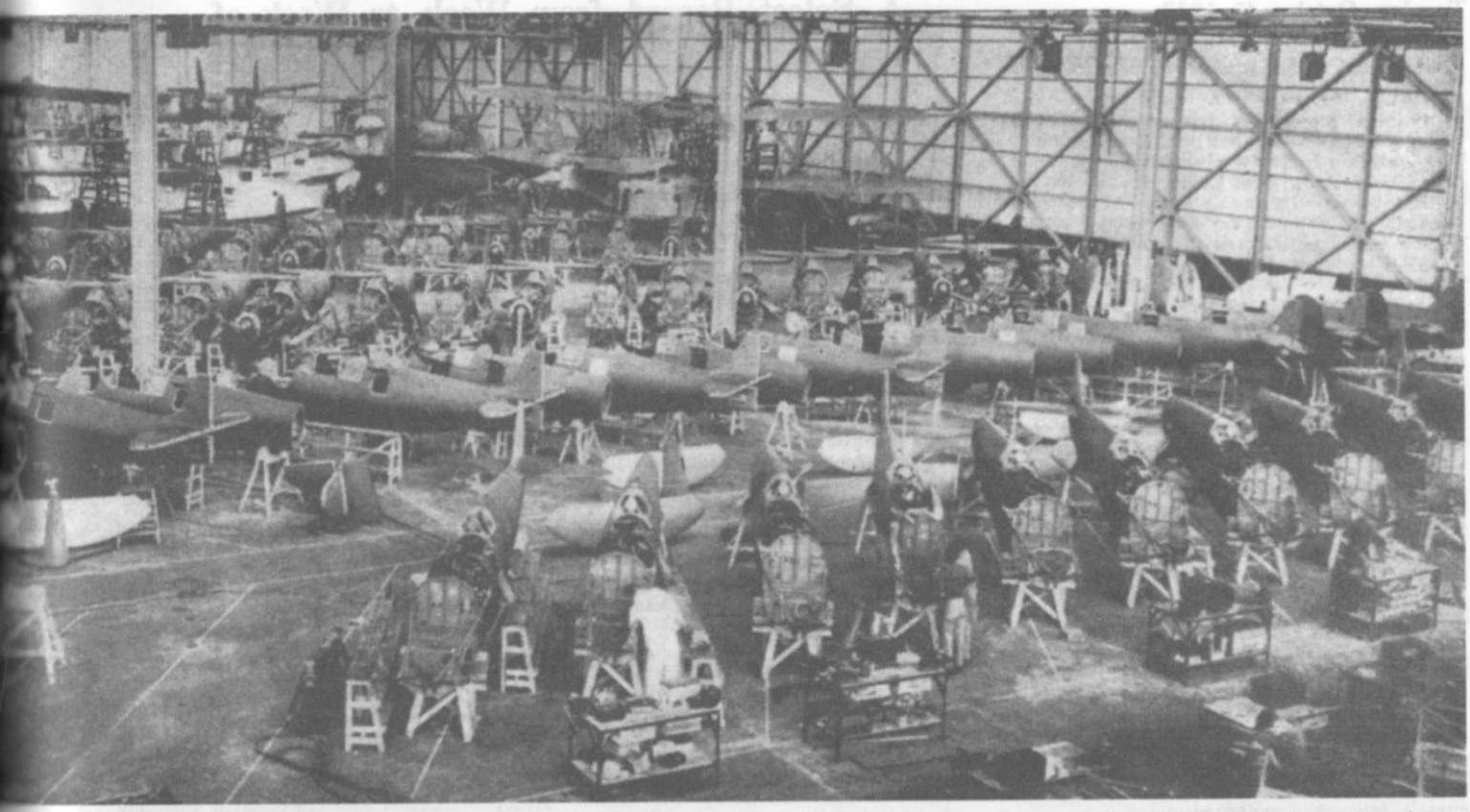
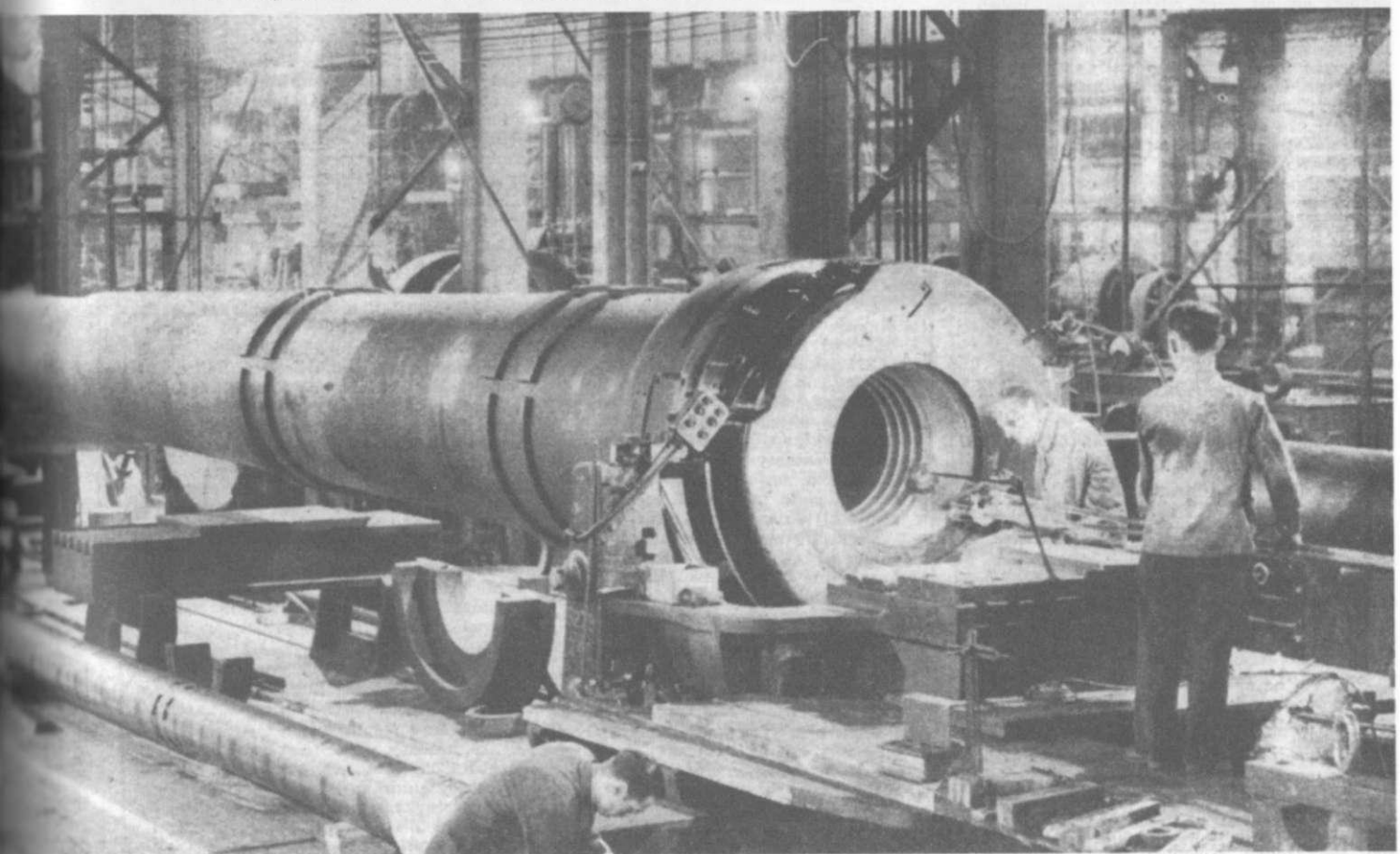
r Factories Today's Effort Speeds Tomorrow's Victory



ing shops of an aircraft factory in which Vickers-Supermarine Spitfire fighters are being built. The long rows of machines are in various stages of construc- at the stage when the tail unit is in place and the Rolls-Royce engine, which will give the machines a speed of nearly 370 miles an hour, has been fitted. In the foreground are machines in an earlier stage of construction. *Photo. Fox*



armament the German people were told that "guns are better than butter." In Britain no one will go hungry to pay for guns or any other form of armament, e photographs give a glimpse. That above and that left show processes in the making of a 16-in. gun such as forms the main armament of battleships. In (above) the barrel is being gauged after boring, and in the second (left) the inner tube is being inserted into the barrel. *Photos, Central Press*

WORDS THAT HISTORY WILL REMEMBER

A Select Record from Week to Week of Important War Declarations and Statements

(*Continued from page* 210)

Tuesday, October 17, 1939

Statement issued by the WAR OFFICE through the Ministry of Information:

German propaganda has endeavoured to create the impression that Poland was sacrificed by her Allies fruitlessly and that the efforts of the Polish Army contributed nothing to the Allied cause. In fact, however, Poland's contribution towards the final victory of her Allies was important, as the following points show:

(1) The casualties inflicted by Poland on the German Army were undoubtedly greater than the figures given by Hitler in his Reichstag speech. Even if German losses totalled only 150,000 casualties (a reasonable estimate), this represents a considerable wastage at the outset of what may be a long war.

(2) German losses in material also were considerable. In one attack alone they lost 83 tanks on a narrow front, and in Sosnkowski's successful counter-attack near Lwow on September 16 they are reported to have lost over 100 tanks. Losses of German aircraft were also appreciable; and German consumption of petrol—the weakest point in her supply system—was enormous.

(3) By holding about 70 German divisions on the Eastern Front the Polish Army enabled France to complete her mobilization without disturbance.

(4) By compelling Germany to concentrate the bulk of her Air Force on the Eastern Front Poland contributed greatly to the safe transportation of the B.E.F. to France.

(5) The Polish campaign has furnished the Allies with valuable information as to the tactics developed by Germany in the use of aircraft, tanks, and motorized units.

(6) There is reason to believe that the inability of German infantry to advance without tank support against even relatively weak Polish defensive positions came as a severe shock to German formations, who are aware that the Maginot Line is an infinitely more formidable proposition. The moral of German tank personnel was also shaken by the effectiveness of even the very limited anti-tank artillery commanded by the Poles.

(7) Finally, the heroic defence of Warsaw, Modlin, etc., has given an example to the world of utmost gallantry in desperate circumstances. That example will stimulate the Allied forces in the West; and it has always been clear that the Poles' eventual independence would have to be established by the victory of the Allies and not by the outcome of events on Polish soil.

Thursday, October 19

Translation of French text of TREATY OF MUTUAL ASSISTANCE, signed in Ankara, between France, Great Britain and Turkey:

ARTICLE 1

In the event of Turkey being involved in hostilities with a European Power in consequence of aggression by that Power against Turkey, the French Government and the Government of the United Kingdom will co-operate effectively with the Turkish Government and will lend it all aid and assistance in their power.

ARTICLE 2

(1) In the event of an act of aggression by a European Power leading to war in the Mediterranean area in which the United Kingdom and France are involved, Turkey will collaborate effectively with France and the United Kingdom and will lend them all aid and assistance in its power.

(2) In the event of an act of aggression by a European Power leading to war in the Mediterranean area in which Turkey is involved, France and the United Kingdom will collaborate effectively with Turkey and will lend it all aid and assistance in their power.

ARTICLE 3

So long as the guarantees given by France and the United Kingdom to Greece and Rumania by their respective Declarations of April 13, 1939, remain in force, Turkey will co-operate effectively with France and the United Kingdom and will lend them all aid and assistance in its power, in the event of France and the United Kingdom being engaged in hostilities in virtue of either of the said guarantees.

ARTICLE 4

In the event of France and the United Kingdom being involved in hostilities with a European Power in consequence of aggression committed by that Power against either of those States without the provisions of Articles 2 or 3 being applicable, the High Contracting Parties will immediately consult together.

It is nevertheless agreed that in such an eventuality Turkey will observe at least a benevolent neutrality towards France and the United Kingdom.

ARTICLE 5

Without prejudice to the provisions of Article 3 above, in the event of either:

(1) Aggression by a European Power against another European State which the Government of one of the High Contracting Parties had, with the approval of that State, undertaken to assist in maintaining its independence or neutrality against such aggression, or

(2) Aggression by a European Power which, while directed against another European State, constituted, in the opinion of the Government of one of the High Contracting Parties, a menace to its own security,

the High Contracting Parties will immediately consult together with a view to such common action as might be considered effective.

ARTICLE 6

The present Treaty is not directed against any country, but is designed to assure France, the United Kingdom, and Turkey of mutual aid and assistance in resistance to aggression should the necessity arise.

ARTICLE 7

The provisions of the present Treaty are equally binding as bilateral obligations between Turkey and each of the two other High Contracting Parties.

ARTICLE 8

If the High Contracting Parties are engaged in hostilities in consequence of the operation of the present Treaty, they will not conclude an armistice or peace except by common agreement.

ARTICLE 9

. . . The present Treaty is concluded for a period of 15 years. . . .

PROTOCOL No. 1

The undersigned Plenipotentiaries state that their respective Governments agree that the Treaty of Mutual Assistance dated this day shall be put into force from the moment of its signature.

PROTOCOL No. 2

. . . The obligations undertaken by Turkey in virtue of the above-mentioned Treaty cannot compel that country to take action having as its effect, or involving as its consequence, entry into armed conflict with the U.S.S.R. . . .

OUR WAR GAZETTEER

Aaland (or Aland) **Islands.** Group of 300 isles at entrance to Gulf of Bothnia, belonging to Finland since 1921; in that year their fortification was forbidden; Finnish and Swedish request early in 1939 for remilitarization objected to by U.S.S.R.; home of windjammers; a. 550 sq. m.; pop. 27,000.

Finland. Republic of N. Europe with coastline on Baltic; fringed by islands and dotted with lakes; timber, abundant water power; renowned for triumphs of long-distance athletes; declared independent from Russia in 1917; cap. Helsinki; a. 147,811 sq. m.; pop. 3,834,000.

Forth, Firth of. River estuary on E. coast of Scotland between Fife and Lothians; spanned at Queensferry by famous railway bridge (completed 1890), 8,295 ft. long; also at Kincardine by new road bridge (opened 1936).

Helsinki (or Helsingfors). Capital city and chief seaport of Finland; proposed venue of Olympic Games, 1940; pop. 293,000.

Karlsruhe. Town of Germany, capital of Baden State; 6 m. E. of Rhine at point where French frontier makes sharp turn; noted palace, museum, art gallery, etc.; pop. 178,000.

Kronstadt. Seaport and naval base of U.S.S.R.; on island of Kotlin in Gulf of Finland, 20 m. W. of Leningrad; founded by Peter the Great, 1710; pop. 43,800.

Latvia (or Lettland). Republic on Baltic, part of Russia until 1918; cap. Riga; a. 25,000 sq. m.; pop. 1,950,000.

Liepaja (Ger. Libau). Seaport of Latvia, 150 m. W. of Riga; excellent harbour; pop. 57,000.

Lithuania. Republic on Baltic, independent of Russia since 1918; also borders Germany, who took Memel in Mar. 1939; cap. Kaunas, but people only recognize Vilna (now reannexed); approx. a. 20,000 sq. m.; pop. 2,374,000.

Memel (or Klaipeda). Seaport now attached to E. Prussia (Germany), in district—Lithuanian since 1919—reannexed after ultimatum of Mar. 1939; pop. 38,545.

Rosyth. Naval base on N. (Fife) coast of Firth of Forth, Scotland, just W. of Forth Bridge; busy only with ship-breaking from end of Gt. War to 1938.

Scapa Flow. Landlocked harbour in Orkneys, N. Scotland; principal base of Grand Fleet during Great War; Ger. Fleet interned here, Nov. 1918, and scuttled June, 1919.

Strasbourg (Ger. Strassburg). City of Alsace, France, just to W. of Rhine; cathedral has famous tower and clock; university, printing centre; German from 1870 to 1919; ringed by Maginot forts; pop. 193,000.

Ventspils (Ger. Windau). Seaport of Latvia, on Baltic; pop. 15,000.

Sing-Songs and Stars for the Young Soldiers

After attending church parade at a camp in Sussex the troops were entertained by a concert party in which were famous stars. These members of the audience prove that even in the open air an accomplished comedian can "bring the house down."

In the last war mouth-organs were the favourite musical instrument of the troops, but it is with a piano-accordion that the young soldier in the photograph is accompanying a sing-song that is in progress in a training-camp.

It was not until February 1915 that some attempt was made to provide entertainment for the troops in the last war. This time the need was quickly recognized, and during the first two weeks of the war ENSA—Entertainments National Service Association—came into being with its headquarters at Drury Lane Theatre, London, to organize concert parties, and by September 23 ten parties were touring camps in Britain. Above is a part of the audience at a camp entertainment.

Photos, Wide World, Fox, and Topical

Nazi Poison Propaganda: The Great Gas Lie!

Stage by stage the Nazi propagandists built up the fantastic story described here—a story which was believed might well be the prelude to the use of poison gas by the Germans on the Western Front.

HERE is a little story told by the Germans. On September 8, when the invasion of Poland was at its height, a company of Nazi sappers were removing a barricade at a bridge on the outskirts of Jaslo in Galicia. An explosion occurred, as the result of which four sappers died and ten were injured. On investigation it was discovered that the casualties were due to mustard gas. . .

More than a month later—on October 12—the Germans stated that this gas was part of a consignment which had been supplied by Britain to the Poles, who had used it in battle.

So, at least, runs the story—a story which was immediately denied by the British Government. "No gas in any form whatsoever has been supplied at any time to Poland by Great Britain," said a Government statement issued on the evening of October 12. Following repetitions of the story the British repeated their denial on October 15. Yet, shortly afterwards, the fabrication was reproduced in a German leaflet widely circulated in neutral countries. The story was, indeed, embellished somewhat. Thus, it was said that on September 23, after the capture of Oxhoeft, near Gdynia, an ammunition dump was discovered containing a considerable quantity of mines, each holding 22 lb. of mustard gas. "Furthermore," so the German tale continued, "in an arsenal near Gdynia in which the deliveries of ammunition made by Great Britain shortly before the war were stored several thousand mustard gas mines were found to be among the war material supplied by Britain." In broadcasts, too, the Germans asserted that they had found, in various parts of Poland, depots of mustard gas mines whose markings showed that they came from the store near Oxhoeft.

But the War Office, with full knowledge of the facts, declared that "no gas mines were shipped from Britain to Gdynia at any time." Moreover, they pointed out that there were some strange features of the story which required explanation. Although, for instance, the German wireless announced on September 16 that Nazi sappers had been killed or wounded by poison gas on September 8, and the discovery of the gas dump at Oxhoeft was stated to have been made on September 23, it was not until October 12 that Britain was accused of having supplied the gas.

Furthermore, the Swiss doctor whom the leaflet stated had diagnosed nine German wounded at Jaslo, Poland, to be suffering from mustard gas poisoning, had said nothing to substantiate the story of the discovery of a gas dump near Gdynia. When interviewed at Geneva by a representative of the London "Daily Express," the gentleman referred to, Dr. Rudolf Staehelin, of Basle, said that when he was attending a patient in Berlin, the German Government invited him to make a diagnosis of nine sick men. He immediately got the impression that there was something strange about the request, but he could not refuse to go without appearing to give offence. He was taken by aeroplane to Jaslo, and from there to a hospital where he diagnosed with certainty that nine soldiers showed symptoms like those produced by Yellow Cross (mustard) gas. "I asked the circumstances in which it happened, and was taken to a bridge where they pointed out a hole produced by a bomb. I smelt lime chlorate, which is the *antidote* for Yellow Cross gas. That is all I saw there."

Moreover, in a statement to the Geneva correspondent of "The Times," the Professor declared, "I found no evidence indicating in what circumstances the poisoning had occurred. I feared that my statement would be misused for anti-British propaganda. The German Press and tracts sent by mail to neutrals pretend that a "Basle Professor of European fame has given evidence of Polish resort to gas warfare at Jaslo—which is untrue."

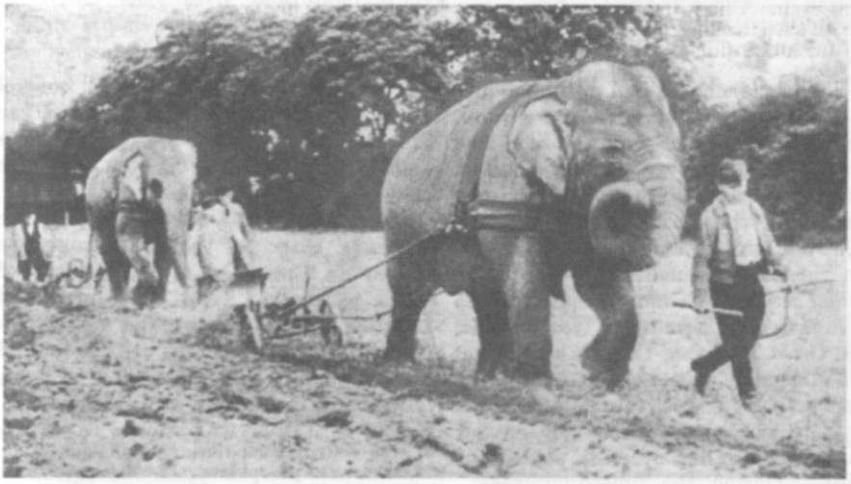
There the matter might be left to rest, but for the fact that when in 1915 the Germans first used poison gas, they, as it were, prepared the way by accusing the British of having already used it. On April 17, 1915, the German Wolff News Agency stated that: "Yesterday, east of Ypres, the British employed shells and bombs filled with asphyxiating gas." The statement was completely untrue, but as a sequel there came, on April 22, the death-dealing clouds of chlorine.

The British War Office, recollecting the sequence of events in 1915, suggested that something of the same kind might well be in preparation for 1939. Indeed, they asserted that "the persistent repetition of this flimsy and mendacious story, in spite of the British Government's categorical denials, clearly indicates an intention on the part of Germany to use poison gas on the Western Front in contravention of the 1925 Geneva protocol to which they are signatories."

One of the most unpleasant surprises of the last war was the German use of poison gas, preceded by accusations of its use by the Allies. Here we see Argyle and Sutherland Highlanders wearing improvised gas-masks issued on May 3, 1915.

These German photographs are supposed to substantiate the fantastic German story told in this page. Below, the crater near the bridge at Jaslo; above, a notice stated to have been found near Warsaw: "Gas. No Admittance." Such notices, however, were stated to have been issued to Polish A.R.P. wardens to mark spots where German gas bombs exploded!

'There will always be Misery,' says Hitler



All sorts of expedients have been adopted by the Nazis to conserve the precious petrol of which they have all too small a stock. Above, elephants from the famous menagerie at Hamburg are being used for ploughing. The partial disuse of farm tractors and the substitution of animals means that ploughing and other operations are performed much more slowly and at much greater cost of labour.

In a Berlin street a collection is being made for the Winter Relief Fund. Even those who cannot really afford what they give are wise to give it willingly and with a smile.

DURING the hard winters that are experienced in Germany the poorly-paid working classes have fared very badly under the Nazi regime, and the Winter Relief Fund, a collection to enable them to purchase even the meagre fare now obtainable in Germany, has been a regular feature ever since the Nazis came into power. How pressing is the need is proved by the fact that, on October 10, Hitler himself opened the campaign for subscriptions.

In the course of his speech the Fuehrer is reported to have said:

"One has become accustomed to the fact that the man-in-the-street has, more or less willingly, contributed to the winter relief work. I say more or less. The great majority show more willingness; it is only a small minority who show less. We want to give each individual an insight into the real misery of many of the people. Every individual must realize that fortune and wealth have not come to all of us, nor will they. **There has always been misery; there is misery today; there will always be misery.**"

Not only the calls of the Army, but those of men for munition work and the intensive cultivation of farms made necessary by the Allied blockade have made it imperative in Germany that, whenever possible, men's work should be done by women. Above left is a woman tram conductor, a common sight in every German city. The photograph, right, provides pictorial proof of the dejection which has come upon the German people. These sad-faced and listless folk are not even cheered up by the voice of their Fuehrer to which they are listening.

Photos, Keystone, Wide World, Central Press and Planet News

Germany Must Feel the Pinch of the Blockade

With every week that passes the Allies' blockade of Germany becomes ever more stringent, and already the Reich is feeling the loss of those goods which are essential to the successful prosecution of the war.

HERR HITLER sees war in the terms of a *Blitzkrieg*. He gloats over his speeding aeroplanes, the darting movements of his motorized columns. He exults over the fact that the war in Poland has been brought to a close in just a few weeks.

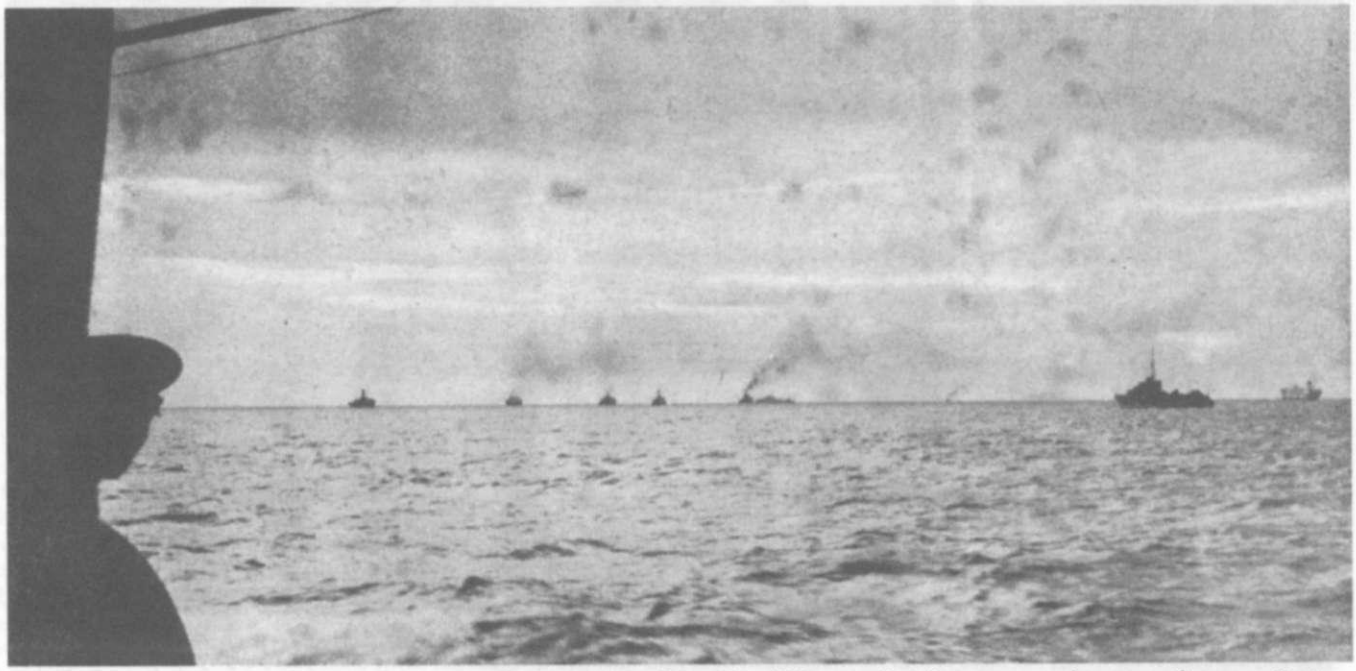
Great battles may be won by lightning strokes, and many of the greatest battles which history records have been won in this way. But the last battle—that battle which, as someone has said, Britain always wins—is won by a weapon which, although slow to begin, is unremitting in its progress, and deadly in its result—the blockade.

Armies cannot march without food and shoe-leather; cannon and machine-guns cannot be made and are useless without explosives; aeroplanes cannot fly and tanks cannot charge without petrol. And it is just these things, the great raw materials of the world, that the navies of Britain and France are cutting off from the German market.

In the House of Commons on October 25 the Minister of Economic Warfare, Mr. R. H. Cross, said that the system of contraband control was operating so satisfactorily that "in general the position is that Germany is now effectively cut off from nearly all her overseas sources of supply. During the preceding week," he went on, "128 ships were detained for examination at the British control bases at Weymouth, Kirkwall and the Downs, and the total number of ships dealt with was nearly 50 per cent more than in any previous week."

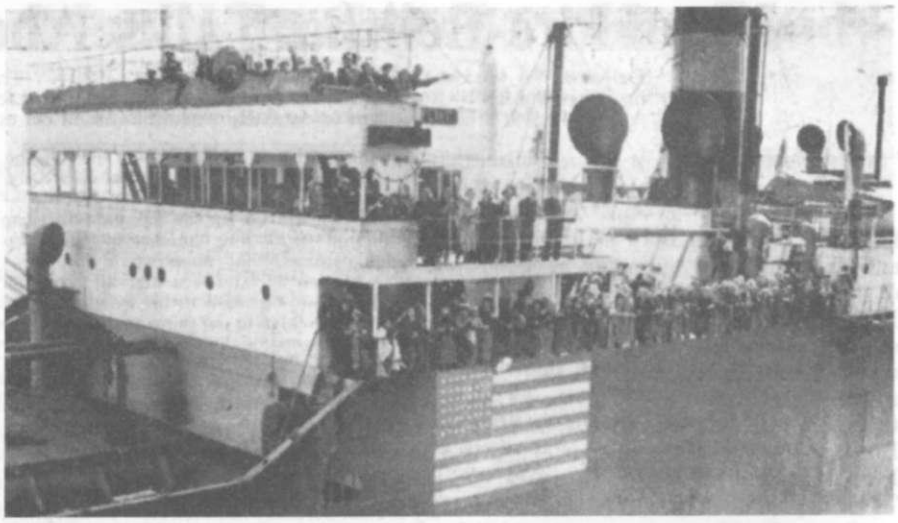
Some idea of the effectiveness of the blockade may be gathered from the figures Mr. Cross gave of the quantity of goods which had been intercepted and detained by the Contraband Control in the first six weeks of war. In the total of 338,000 tons of goods suspected of being contraband destined for Germany were: 76,500 tons of petroleum products; 65,000 tons of iron ore; 38,500 tons of manganese ore; 24,500 tons of phosphates; 21,500 tons of aluminium ore; 16,500 tons of haematite ore; 13,000 tons of copra; 10,300 tons of oilseeds.

The two categories of contraband, absolute and conditional, are illustrated in these photographs of cargoes of ships captured by French patrols. That left consists of lubricants consigned to an enemy port, and clearly valuable to the fighting forces; it is therefore absolute contraband. Right is meat consigned to Hamburg. Food is conditional contraband, but an American writer has said that it is more than a possibility that all foodstuffs imported into a belligerent country will serve a military end. Hence the cargo was seized.
Photos, Courtesy of the French Embassy



Above is a convoy in the North Sea, photographed from one of the ships. It will be seen that they are spread over a wide area. On the extreme right is a tanker and next to it a destroyer, while other destroyers and merchant ships are visible on the horizon. The escorting ships steam on either side of the merchant ships, sometimes making a zigzag course. The flagship of the convoy is usually a light cruiser. The speed of the whole convoy must necessarily be the top speed of the slowest ship. *Photo, Fox*

The Nazi economists do their best to belittle the menace of the blockade by asserting that their new-found friend, Soviet Russia, will more than make good the deficiencies resulting from the Allied blockade. For years they have held out to the German people a picture of Ukrainian fields waving with corn, of gushing oil wells, and of huge stores of minerals lying waiting to be tapped in Red Russia's soil. Now they are saying that as the result of the German-Soviet Pact of August 23, 1939, all the natural wealth with which Russia is endowed will be placed at the disposal of the Reich.



The German 10,000-ton "pocket" battleship "Deutschland," which slipped through the British blockade of the North Sea to become a commerce raider, is shown in this photo, taken when she passed down the English Channel in April 1939. Top is the American steamer "City of Flint" arriving at Halifax, Nova Scotia, with survivors of the "Athenia" on board. On her return voyage she was captured and taken to Murmansk (shown in the map of north-west Europe, above) by the "Deutschland."

Photos, Wide World and Associated Press; map by courtesy of the "Daily Telegraph"

Can Russia Help?

The claim, however, will not bear examination. It is true that Russia is, potentially speaking, an immensely rich country, but there are definite limits to her productive capacity, imposed by the conditions of transport and the efficiency and the willingness of the Russian workers. In the Ukraine, often described as Europe's greatest wheatfield, there have been even of late years the most terrible famines. The Russian railway and road system are still far from approaching the standards of the West. About the Russian workers we have the evidence of many technicians that, despite their frequent enthusiasm they fall far short of the mechanically-minded artisans of America and Britain.

In the prosecution of a war there are certain raw materials which are absolutely essential—for example, coal, oil, iron ore and other metals, timber, rubber and textile fabrics such as cotton. Some of these Germany has and to spare—coal, and possibly timber. Iron ore she imports in huge quantities even in peacetime, and now her main channel of supply, from Sweden, is liable to be intercepted by submarine action or as the result of political complications. Further supplies of timber and small quantities of oil she may now obtain from Russia, but with regard to the latter it may be pointed out that Russia of late years has reduced her exports of oil from 6,000,000 tons in 1931 to 1,100,000 tons in 1938, and even in peacetime Germany was dependent upon foreign oil supplies to the extent of 5,000,000 tons per annum. As for the Polish oil-fields recently included in Russia's share of Poland, production had been falling for some time before the war, and it is estimated that Germany may expect to secure only half-a-million tons a year from this source.

"Ersatz" Found Wanting

Rubber and cotton are but two of the many materials which are not produced in Germany, and which are now cut off by the blockade. It is true that German chemists have produced a synthetic rubber, but like most of the *ersatz* (artificial) substances, it can hardly be compared with the real thing. With regard to metals, Russia may be able to spare some of her production of manganese—absolutely necessary in the manufacture of the steel of which guns and armour are made—and some of the gold from her mines in the Urals.

As the weeks and months go by, the effect of the Allied blockade must be made increasingly manifest. Perhaps the best tribute to its real value is the counter-blockade which Germany has declared against Britain. By her submarine warfare, her commerce raiders, and such arrangements as the proposal that all neutral traffic from the Baltic should pass through the Kiel Canal, she hopes to bring Britain to her knees before the blockade shall have produced in Germany a repetition of 1918.

Mr. Hore-Belisha Talks About the War

Delivered on the evening of Saturday, October 21, 1939—"Trafalgar Day"—this broadcast speech by the Minister for War was widely welcomed for its clear statement of the war's balance-sheet to date, expressed in a mood of resolute optimism.

"TONIGHT," said Mr. Hore-Belisha, "marks the close of the seventh week of the war. Hitler had fixed in advance the day of his assault, and Poland, endeavouring to resist the devastation of her homes, was harried. Her army was destroyed, but the memory of its valour is indestructible. The aggressor calculated that such swift and ruthless action in the East would intimidate the friends of Poland in the West. But it was not in the character of either France or Britain to desert an ally." Then he proceeded:

"Tomorrow will be the seventh Sunday since our Prime Minister—who had exhausted every means of conciliation—announced that Germany had rejected our ultimatum to withdraw her troops from Poland, and that our task thenceforward had become nothing less than this—'to redeem Europe from the perpetual and recurring fear of German aggression and to enable the peoples of Europe to preserve their independence and their liberties.' That is a great task—a supreme task—and the war will not end until it is completed.

"We have settled down—each one of us—to play our appropriate part, and the virtue most required is the virtue of patience. Everybody is a participant in this war. Our confidence and our faith in the motive which inspires us are our armour on the Home Front.

Not long before war was declared Mr. Hore-Belisha went to France to inspect the wonders of the Maginot Line. Above, he is seen on this occasion with General Laudrien and M. Daladier studying a map. In September the War Minister was in France again, at a Council of War in Paris.
Photo, Keystone

Germany's Three Alternatives

"THREE courses are open to Nazi Germany: To try and smash through by land, sea and air; to remain quiescent in the hope that we will prematurely take up the offensive against them; or to lure us into the discussion of specious terms of peace. I will examine these courses one by one.

"Recent military experience shows that an offensive against prepared positions is unprofitable. Poland had no Maginot Line on which to withstand the heavy onslaught made against her. On the Western Front there are strong defences, and they become stronger every day. **The enemy will pay dearly for any massed attack upon them.** Our commanders are not likely, in advance of the time that suits them, to risk unnecessarily the lives of those who compose our Armies.

"Consequently, up to the present this war has differed from our preconceptions. We thought, perhaps, that more would happen—decisive battles by land, sea and air; on the Home Front we expected to be brought nearer and more quickly to a grim reality. There have been many, night and day, ready for action. It is, however, no disadvantage that seven weeks have passed without the need for implementing the purpose of our comprehensive preparations.

"Despite the apparent inactivity decisive developments have, in fact, occurred which should not escape our notice. The constant cry of Nazi Germany has been since its inception, 'Give us a free hand in the East.' There was a long agenda of conquests to be made in that direction. Poland was but an item. The Baltic States were to be dominated, but from these, German nationals are now in retreat; Russia has claimed this sphere of influence. The cornfields of the Ukraine were coveted; Russia has made sure of this harvest. Through Poland, Nazi Germany was to have an entrance to Rumania; this entrance has been barred—by Russia. 'Berlin-Baghdad.' Turkey alone could be the avenue to this ambition. Turkey, a brave and respected friend, stands firmly in the path. Iraq is our loyal and unshakable ally.

"NAZI Germany can assess her Eastern balance-sheet after seven weeks of war. Turning now to the West; the expulsion of Nazi German commerce from the sea is incontrovertible. We have lost a fraction of our tonnage—less than one per cent. We still have twenty-one million tons of shipping of our own. We have lost two important ships of the Fleet. Valiant lives have been forfeited in the sea as in the air. We do not underestimate this sacrifice. **Our Auxiliary Air Force,** as one of the pilots, I hear, put it, **lost its amateur status at Rosyth this week,** and on its first opportunity, assisted by the anti-aircraft guns giving their baptism of fire, accounted for one in four of the invaders.

"With the help of the Mercantile Marine, **the British Expeditionary Force has been safely and silently carried to France.** It is the vanguard of the Great Army now training in Britain. This, in its turn, will be increased by Mjlitiamen in their age groups—another quarter of a million registered today—and by volunteers of all ages fit for military service. Of these we have already taken fifty thousand. I may add that our Armies will be officered in the future almost entirely by promotions from the ranks.

"The final magnitude of our effort will depend on the extent to which factories can supply equipment and munitions for our men. **I appeal to them—to their workmen and directors—to intensify their part.**

"The Dominions are making ready their contingents to stand beside our own. They never fail to emphasize our solidarity. Their Ministers are even now arriving in London to discuss the best means of consolidating the Imperial effort. Indian troops are in position at several strategic points. India and all other parts of the Empire are anxious to take an increasing share.

"As the days pass, Nazi Germany must watch this gathering momentum and realize that Time is on the side of France, of Britain and the Empire.

What We Are Fighting For

"I WILL now speak of the third course by which the enemy may try to escape from the venture on which he started. It is the one against which we must be most carefully on our guard. No peace proposals which rely for their sanction on a broken word can be considered. Nothing but guarantees for the establishment of a new order, from which the menace of Nazi oppression is removed, can justify us in laying down our arms.

"There is something more—something greater—in this war than a combat between opposing armies; **something more eternal than a grapple in the skies between the 'Spitfires' of Britain and the 'Heinkels' of Nazi Germany;** something more desperate than a death struggle between the U-boats and the destroyers. **There is a conflict between the forces of good and the forces of evil,** and what has to be determined is which shall possess the soul of countries and of Man.

"We did not enter the fight merely to reconstitute Czechoslovakia; nor do we fight merely to reconstitute a Polish State. Our aims are not defined by geographical frontiers; we are concerned with the frontiers of the human spirit. **This is no war about a map. It is a war to re-establish the conditions in which nations and individuals—including (may I say?) the German nation and German individuals—can live or live again.**

Hitler's Legacy to History

"THERE can be no question of our wavering in any degree. This tyranny, whose challenge we have accepted, must, and will be, abased. Those who take up the sword are said to perish by the sword. Yet there have been those, using this weapon, who have been entitled to respect. Alexander the Great was a conqueror, but he spread the riches of Greek civilization to the Orient. Caesar was a conqueror, but he extended the justice of Roman law. Napoleon was a conqueror, but he carried some principles of enlightenment with his standards.

"**What boon does the leader of Nazi Germany bring? What iota of happiness has he granted even to Austria, a German-speaking people? For what will he be remembered? For his tortures; for his concentration camps; for his secret police; for his ignoble effort to spin Europe into a web of racial hatred and religious persecution.**

"Only the defeat of Nazi Germany can lighten the darkness which now shrouds our cities, and lighten the horizon for Europe and the world."

The Man Who Got the Army Ready

Youngest member of the War Cabinet, Mr. Leslie Hore-Belisha holds the post to which Lord Kitchener gave his splendid talents in the last war. Below we give some account of the War Minister's career and personality.

The Secretary of State for War, Mr. Hore-Belisha, who has already gained for himself an outstanding position among British war leaders.

WHEN in 1923 Leslie Hore-Belisha stood as Parliamentary candidate in the Liberal interest for Devonport his opponent, in a mood of unguarded depreciation, is said to have referred to him as "a little chit of a fellow." The reply was scathing. "I am proud to be called 'a little chit of a fellow,'" said Mr. Hore-Belisha, "because I am rather older than Napoleon was when he led to victory the greatest armies that the world has ever seen; because I am older than was Alexander when he conquered the then known world; because I am rather older than Hannibal, probably the greatest general the world has ever seen." Then after saying that he was five years older than Pitt when he first became Prime Minister, and six years older than Mr. Gladstone when he first became a Minister, he went on: "If you want a monument to the achievement of the older politicians you may find it across the Channel. It is three hundred miles long and a half-mile deep, and it is studded with the tombstones of 'little chits of fellows.'"

Captivated by his audacious manner, his rich eloquence, and his supreme self-confidence, the electors of Devonport returned him at the head of the poll; and in not one of the elections since 1923 has his hold on the city been really challenged.

At that time he was only twenty-eight. His father, Mr. J. I. Belisha, a London stockbroker, died when Leslie was five months old, and in 1912 his mother became the wife of Sir Adair Hore, a leading civil servant, when her son added her new married name to his own.

Educated at Clifton College and at St. John's College, Oxford, he was at a university on the Continent when war broke out in 1914. He joined up a few weeks later in a Public Schoolboys' Battalion, and later received a commission in the Royal Army Service Corps. After seeing service in France and Salonika, he was demobilized with the rank of major. Then he went back to Oxford, where his oratory won him the presidency of the Union.

Answering the call of politics, he stood unsuccessfully for Devonport in 1922, but, as before mentioned won the seat in 1923, and in the same year was called to the bar. His first taste of office was in 1931 when as a member of the Liberal National wing of the Government hosts he was appointed Parliamentary Secretary to the Board of Trade, which post he exchanged in the next year for that of Financial Secretary to the Treasury. From 1934 to 1937 he was Minister of Transport, and his term of office was notable for the first real attempt to reduce the road's shocking toll of tragedies. The Belisha beacons which stand at every principal crossing are monuments to his organizing initiative.

New Broom at the War Office

When Mr. Neville Chamberlain formed his first Cabinet in May, 1937, Mr. Hore-Belisha became Secretary of State for War, and his advent gave a new impetus to the reorganization of the army on a mechanized and motorized basis. Many reforms were also carried out in the conditions of service, training, and equipment of the regulars and the territorials. Then in April, 1939, conscription was introduced for the first time in a Britain not engaged in war.

Critics of his regime were many, and their criticisms grew loud when it was seen that he sometimes scorned the well-tried path and preferred not only new methods but new men. His dramatic appointment of Lord Gort to the position of Chief of the General Staff aroused much comment, but the decision was soon seen to be well justified. Those who cavilled at the apparent unpreparedness of the anti-aircraft defences at the time of the Munich Crisis were also, later, prepared to admit that the Minister for War had completely remedied the position.

Only sixteen years have passed since Mr. Hore-Belisha caught the public ear with his smart retort to his disparaging critic, and in those years he has had to encounter many a hurdle which would have unseated a less skilful, a less daring, rider. He is a Jew, and following the glittering example of Disraeli, Jews in politics are expected to be strikingly successful where another might be permitted a modest distinction.

He is a Liberal, and there are some who, in these days when the old Liberal party has declined almost into nothingness, resent the fact that so many Liberals hold high places in the National Government. Furthermore, he is young—at least as politicians go. Today as he sits in the Cabinet, he is the youngest at the table. Yet he holds one of the most responsible positions in wartime Britain.

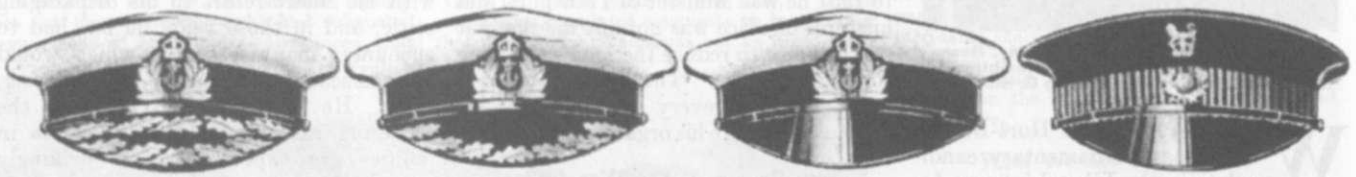
The "little chit of a fellow" has indeed come some way. Who shall say how far he may not go?

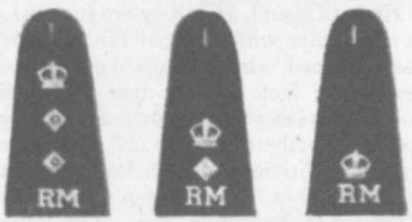
Since 1937, when he was appointed Secretary of State for War, Mr. Hore-Belisha has lost no opportunity of becoming fully acquainted with the men on whom the brunt of the fighting now falls and with their equipment. Above he is seen with a Territorial battalion in training before the war, listening to an expert explanation and demonstration of the working of a trench mortar.

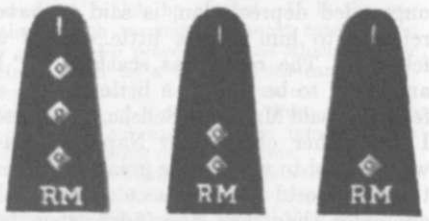
Photos, Central Press

How to tell Officers of Navy, Army and Air Force

Officers of the Royal Navy and Marines







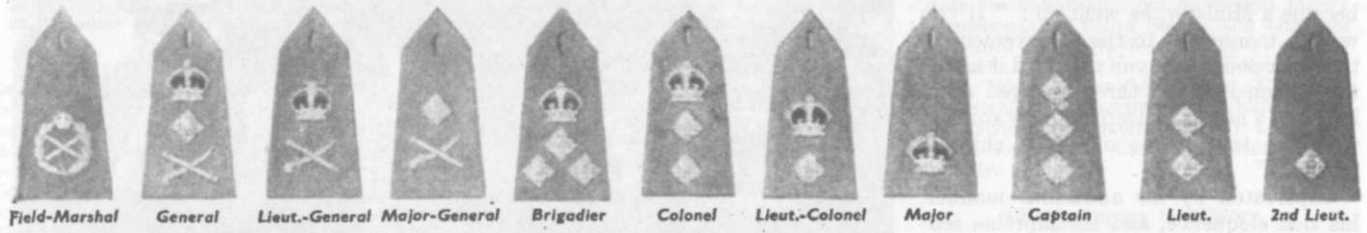
THOUGH many of the ranks of officers of the Army and Navy date back hundreds of years, the distinguishing badges on caps, shoulder-straps and sleeves are comparatively modern. In the Royal Navy, surgeons are distinguished by red stripes between the gold stripes, engineer officers by purple stripes, and paymasters by white stripes.

Ranks in the Royal Marines are shown by the shoulder-strap markings, as are those of Army officers. A Lieutenant-General in the Army ranks higher than a Major-General, because the original rank of the latter was Sergeant-Major General.

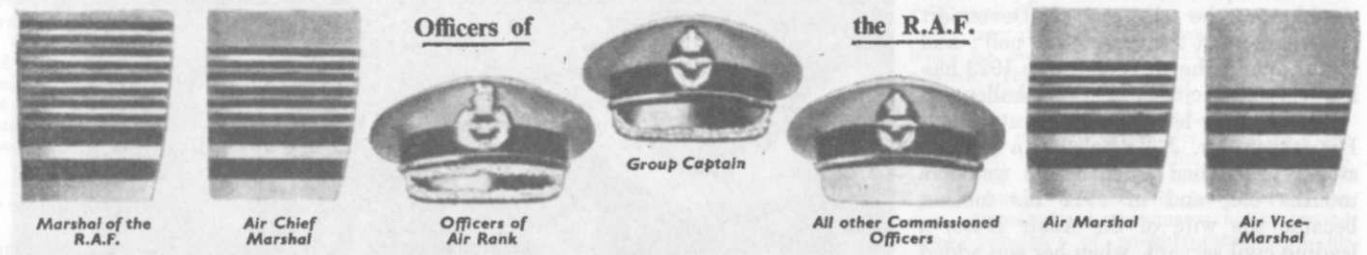
OFFICERS on the staff wear distinguishing armlets with "G" for the Imperial General Staff, "Q" Quartermaster-General's Staff, and "MS" for Military Secretary's Staff. Officers attached to the War Office have an armlet half blue and half red with the Royal Crest upon it and the letters in red; the staff of Home Commands have scarlet letters on red, black and blue armlets, and area and district garrison staff officers wear green armlets with black lettering.

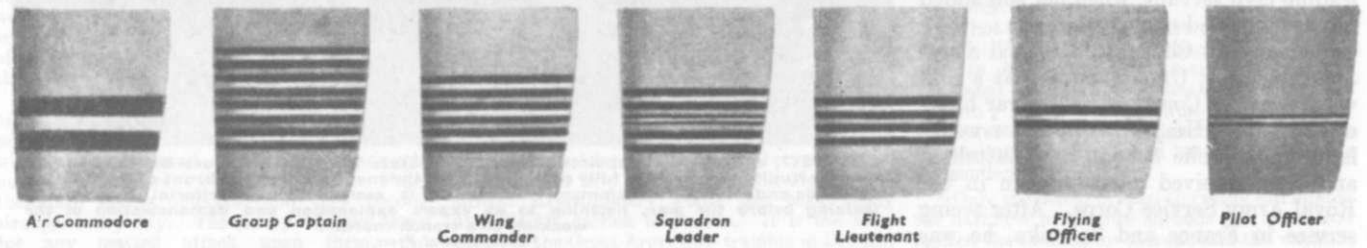
A qualified pilot of the R.A.F. wears a double-winged badge on his left breast, and an observer a single wing in the same position.

Officers of the Army



Officers of the R.A.F.





Eye Witness Stories of Episodes and Adventures in the Second Great War

How Our Convoy Beat the Nazi 'Planes

On October 21 Nazi warplanes swooped on a convoy of British ships in the North Sea. Eye-witnesses at sea and on shore described in vivid detail how the escorting warships and R.A.F. fighters drove off the raiders with considerable loss. The following stories are reprinted from the "Daily Telegraph" and "Daily Mail."

THE chief officer of one of the attacked ships, when he returned to his home last night, said that the convoy was attacked three times in just over two hours without the enemy registering a single hit. He saw one raider crash into the sea after being hit by a salvo from one of the escorting British warships.

"Bombers swooped down on us as if from nowhere," he said. "I counted nine of them coming from behind a raincloud.

"They had the sun behind them, and this was an added advantage. Before I had time to realize they were enemy 'planes the guns of the warships escorting us opened fire on them.

"One of the raiders was caught by the first salvo and I saw it crash into the sea. All the other warships opened fire simultaneously, and the din was terrific. It was a remarkable sight. From both sides of the decks flame belched all along the ships.

"I am quite certain that none of our ships was hit, but from what I heard later three other enemy 'planes were brought down by R.A.F. fighters. This raid was all over in about five minutes, and then the attacking 'planes cleared off.

"About twenty minutes later four more German bombers attacked our convoy. They were fairly high, and the escorting ships fired at them straight away. Again the enemy failed to register a hit.

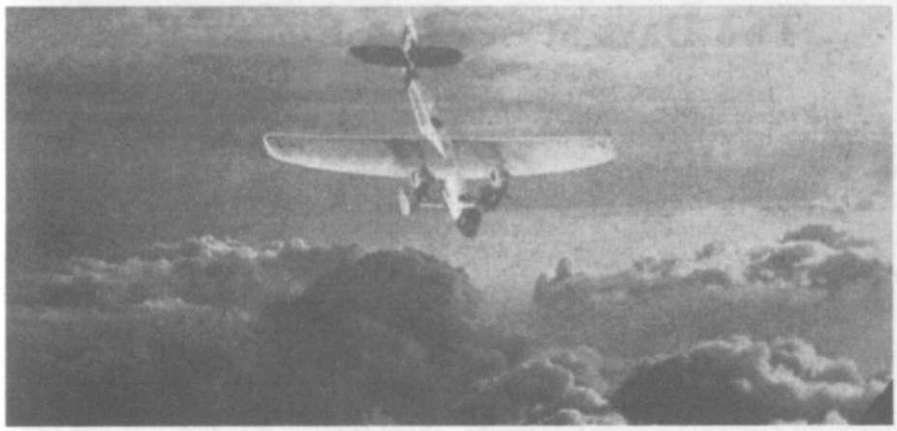
"One of the 'planes, to get low down, looped the loop and made a power dive at one of the warships. A bomb fell fairly close to the war vessel but caused no damage. The warship replied with its guns and the raiders quickly disappeared.

"Later again we heard the drone of aeroplane engines, but no further attack was made on us."

The chief officer praised the efficiency of those aboard the escorting warships. At no time was there the slightest confusion and everything went off perfectly.

"As soon as the raiders appeared," he said, "the warships' guns swung into position as if someone had pressed a button. With such efficient protection we have very little to worry about as far as German air attacks at sea are concerned.

"After the last attack one of the ships escorting us moved along the convoy and signalled a message complimenting the crews of the merchant ships on having kept their stations so well during the attacks."



Clouds have helped the Nazi bombers in the raids on British shipping, concealing them from the anti-aircraft guns until they dived towards their objective. In the top photograph is a German heavy bomber starting its dive. Below, naval gunners wearing their gas masks are manning an anti-aircraft gun after receiving a warning of approaching raiders.

Photos, Mondiale and Associated Press

I WAS THERE!

Sailing at the tail of the convoy was a collier, and one of its crew described what he had seen of the raids:

"Suddenly three German 'planes dropped from nowhere on to the British bomber that was in our escort. One minute the sky seemed empty, and the next they were roaring down on us.

"It was a surprise attack, but it failed. The pilot of our bomber escaped from them.

"The attack started to warm up. First came three more Nazi 'planes, then two more, from different directions.

"The escorting warships opened fire with their anti-aircraft guns, and at that moment British fighting 'planes came over.

"There were many ships in the area. Through all the fighting the convoy kept on its way."

Messroom Steward J. Murtha, of South Shields, here broke in:

"It was an amazing sight. It was impossible to tell how many of our 'planes came over, but they finished the attack in a few minutes.

"So far as I know, the only anti-aircraft fire was by the warships.

"One of the merchant ships was armed with a 12-pounder anti-aircraft gun, but it was not brought into action.

"We had our sights on one of the enemy 'planes, but we were not allowed to open fire," said Able Seaman Atkinson, who was one of the gunners.

"We were just aching to have a go, but we couldn't. I think we could have got one of the Germans, too.

"The enemy 'planes were driven off, and we saw one going south, 'fluttering' as though badly damaged. We do not know what happened to it.

"We carried on, and all was quiet until some miles farther on, when suddenly one solitary German 'plane came diving down on the convoy.

"He was the first we saw to drop a bomb. It landed not far from one of our escorts, and sent up a fountain of water. But I don't think it did any damage.

"That was the last thing the German did. A burst of anti-aircraft fire caught him and we saw him crash into the sea some distance away. The explosion of the bomb was felt in our ship.

"We did no firing at all, but the ship next to us in the convoy used her anti-aircraft gun when the 'planes were over us. Not one of the ships in our convoy left its line."

On shore, spectators at many points saw British fighters race out to engage the enemy, and heard the crash of gunfire at sea.

During the second engagement German bombers were forced shorewards. People in the coastal district saw them desperately trying to dodge the barrage and anti-aircraft fire.

Here is the story of a rector's wife:

"We saw six German 'planes come over from the south just before noon. They appeared out of the mist. Three of them were flying so low that we could almost read the letters on them. The other three were flying high.

"Then six more German 'planes came from the north. British fighters swept up from all directions. It appeared as though they had driven the German 'planes into the range of the shore batteries, which opened fire.

"So did the guns in the escorting destroyers. The British fighters swooped and fired at the Germans. The raiders could not escape.

"One was struck by a shell, I think, from a shore battery. It screamed down into the sea, and there was a huge column of smoke.

"A little later there was a big explosion and a spout of flame from the sea.

"Then another of the German 'planes on which British fighters had been swooping fell into the sea.

"The fight went on for some time, out into the mist and back again. We heard that two more Germans had fallen into the sea farther south.

"All the time R.A.F. fighters were diving into battle. Finally the German 'planes seemed to see some chance of escape as darkness and the mist came up again.

"They swept round and raced off to sea, chased by our fighters."

Two Days at Sea in a Rubber Boat

Following the German air raids on the coast of Scotland, the collapsible rubber boats with which aeroplanes are fitted featured in several rescue stories. Here, reprinted from the "Daily Mail," is the tale of the first two Germans to reach England in such a boat.

SPECIAL Constable George Thomas, guarding a railway tunnel on the coast near Whitby, looked round and saw—a young German airman in full flying kit, clawing his way over the crest of the 150-ft. high cliffs.

Mr. Thomas ran, grasped his hands, and hauled him up.

"I am a German flyer," gasped the man in English. "My friend is below and needs help. Where am I—near the Firth of Forth?"

Help was called, a coastguard went down the cliff on a rope, the second man was hauled up unconscious.

And that was how, after two days at sea, foodless and without water, in a tiny rubber boat, two Nazis who had tried to raid Scotland were saved.

Here is the full story of their ordeal, pieced together from the disjointed sentences which the younger man was able to speak to his rescuers before they left him in hospital.

It was on Tuesday, October 17, that their 'plane, together with another Nazi

Here one of the two Nazi airmen who had an almost miraculous escape from death when they drifted ashore at Sandsend, near Whitby, Yorkshire, after being afloat in their rubber boat for 43 hours, is being carried from Whitby hospital. The machine was brought down in the North Sea, and two other members of the crew were drowned. The rubber boats carried by aircraft are little more than very large lifebuoys. *Photo, G.P.U.*

I WAS THERE!

A heavily-laden lifeboat carrying members of the crew of the "Regent Tiger" is approaching the French steamer "Jean Jabot" that rescued them.
Photo, Associated Press

bomber, was shot down over the North Sea about five o'clock.

The crew of the other 'plane were saved, but all on board this 'plane were thought to be dead. Only two of the crew, however, had been killed.

The two survivors, the younger man wounded in the leg, managed to inflate and launch their rubber lifeboat in the heavy seas.

As they got on board, the 'plane sank—before they could get any food or drink from it.

Throughout that might they dared not sleep, for they had to paddle with their hands to keep head-on to the seas lest it capsize.

At intervals throughout the night they fired Very lights, but these apparently were not seen. Dawn came, the day passed, but there was no sight of land.

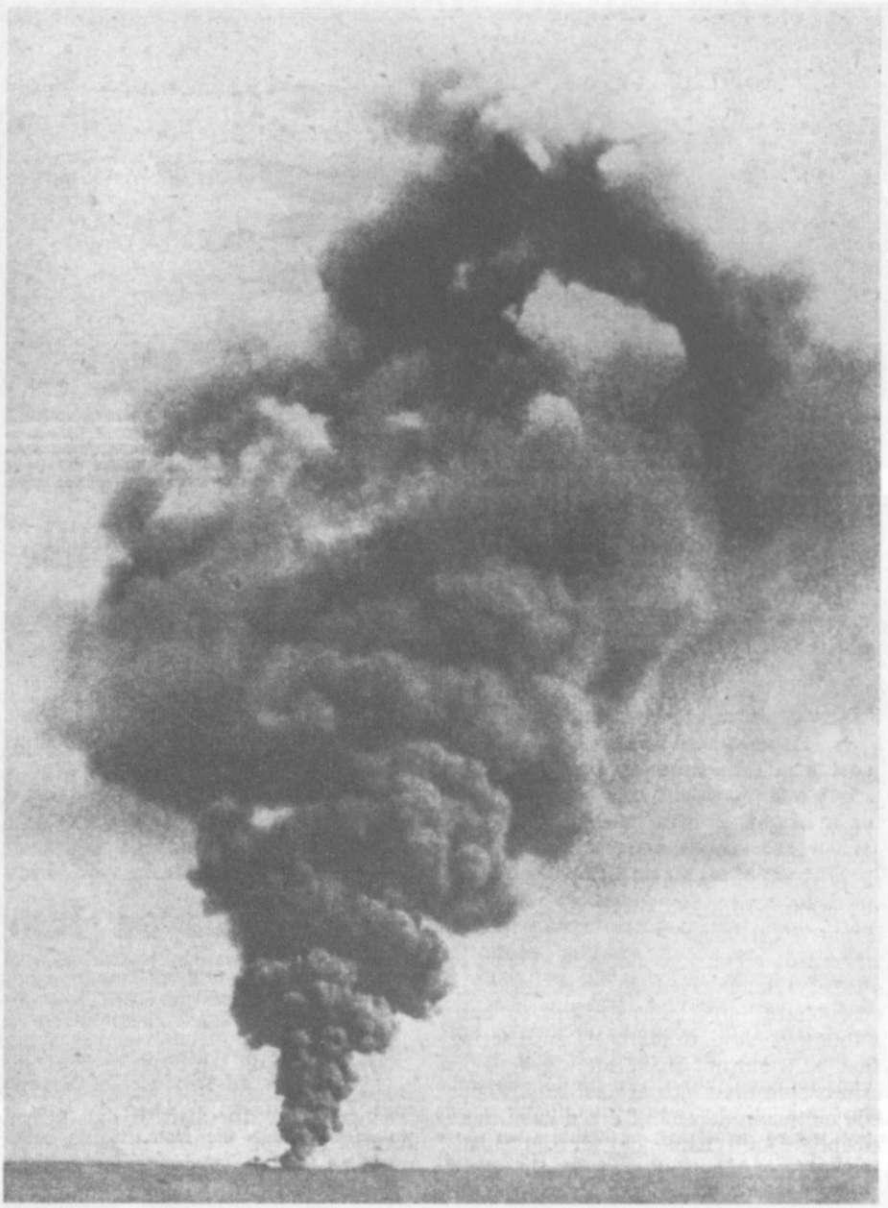
When darkness fell on Wednesday the older man was rapidly losing strength, but his injured companion managed to keep the boat steady. For two hours he sent up Very lights, but no help came.

Though he did not know it, Whitby and Runswick Bay lifeboats had put out and searched in vain.

This morning the two men dimly saw the cliffs of the Yorkshire coast. A current caught the boat and carried it shorewards. Then the tide lifted it into a rocky cove at the foot of the cliffs.

Almost at the end of his strength the wounded man dragged his companion, now almost unconscious, ashore.

Then he began the climb that ended in their capture—and safety.



This remarkable photograph, taken from the "Jean Jabot" after she had picked up the crew of the "Regent Tiger," shows the last moments of the tanker. She was torpedoed by a Nazi submarine, and the huge column of smoke arose as her cargo of 15,000 tons of petrol went up in flames. The "Regent Tiger" was sunk in the English Channel, and the "Jean Jabot" rescued 44 members of her crew.
Photo, Associated Press

The Terror of a Blazing Oil Tanker

It is a terrifying enough experience to be in a torpedoed ship, but when that ship is an oil tanker, the terror must be intensified a hundredfold. Here is the story of those who survived the sinking of the "Regent Tiger," on September 8.

THE crew and passengers of the British tanker "Regent Tiger" landed in England on September 11, having been picked up by the Belgian liner "Jean Jabot" after two-and-a-half hours in the boats.

"It was a terrifying spectacle after the torpedo had struck," said one of the ship's officers. "There was an explosion, and flames 1,000 ft. high roared into the sky. We were in two ship's lifeboats about 300 to 400 yards away, but at that distance the fumes were suffocating and the heat unbearable.

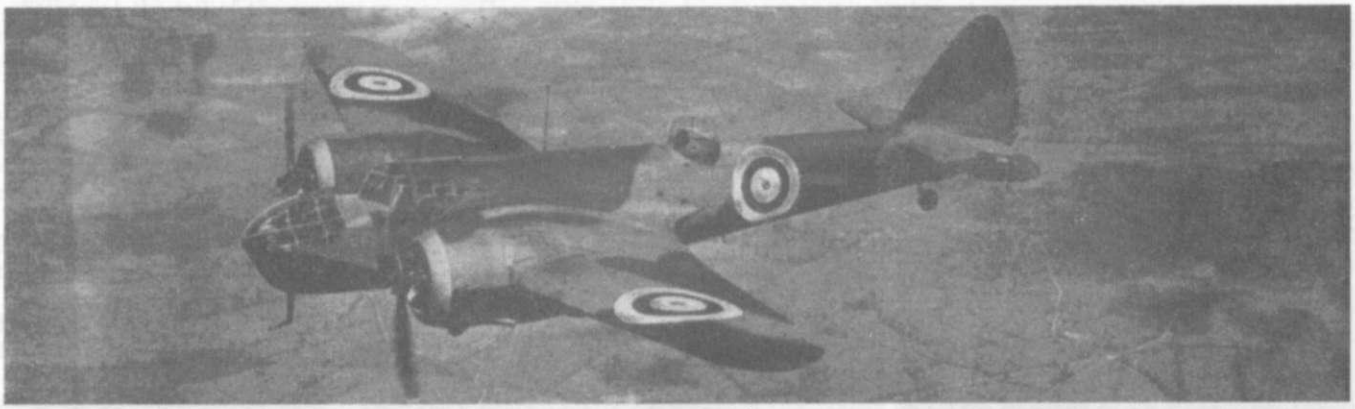
"The tanks of our ship were filled with petrol. As the fire spread the tanks blew up. We have since heard that the tanker is still ablaze and the sea around her.

"It was about 9.30 a.m. on Friday when the U-boat appeared about a quarter of a mile away from us. Four shots were fired from the submarine, two over us and two in front. We had about ten minutes in which to take to the boats."

Another member of the crew said the U-boat attempted to destroy the tanker's wireless aerial with shell fire.

"Everybody was calm, especially our three passengers," he added.

I WAS THERE!



The German pilot's story of his eventful pursuit of a hedge-hopping English 'plane is described in this page. The R.A.F. machine was stated to be a Bristol Blenheim. This outstanding type, illustrated above, is a high-performance, twin-engined monoplane designed primarily for bombing, but also adapted as a fighter-bomber or as a reconnaissance type.

Photo, "Flight"

I Chased a British 'Plane Over My Home

During one of the R.A.F. reconnaissance flights over Germany, a Bristol-Bomber was brought down by a German 'plane after a thrilling aerial steeplechase over the countryside of Emsland. The German pilot, Flight-Lieutenant "K," gave his version of the encounter in the "Westfaelische Landeszeitung."

"I WAS sitting in my machine," he said, "somewhere in Ems at 10 minutes past 3 in the afternoon when an enemy scout was reported flying from the north at a height of little more than 100 ft. When the Englishman, whom I could plainly see in his machine, was flying over us I took off. A.A. artillery came into action, and to avoid this I rose to some height. The enemy swung round to westward, seeking a cloud in which to escape. He swerved sharply, lessening considerably my chances of hitting him. I followed close at his heels and, seeing that he could not shake me off, he went into a spin dive into a cloudbank about 200 metres in depth. I dived even more steeply. As I came out of the cloudbank I saw him emerge from the cloud above me.

"He again dived, and then there began a mad pursuit which almost beggars description. The Englishman was a good, adroit, and skilful airman. He utilized every unevenness in the ground, every hedge, every ditch as cover. He slipped between trees and skimmed over the houses. As I raced on I could see the smashed tree-tops silhouetted against the sky and the broken bushes flying through the air. Now and again I expected to see him remove a roof, but with his speed of 300 kilometres an hour he jumped over every obstacle. At times we were barely 6 ft. from the ground, and even eye-witnesses thought he was down. But he went on, though escape was now out of the question.

"At last, after another volley, I saw the pilot lay his machine on the ground, and the three occupants jumped out. They had not had time to release the landing gear of the aeroplane, which was already in flames, and it simply crashed in a potato field. I circled above them and they greeted me with clasped hands, as if to say that they would like to shake hands with me after a chivalrous fight."

We Strayed Into a North Sea Battle

When five British warships were fighting a fleet of German bombers off the coast of Norway on October 9, a Norwegian fishing-boat found itself in the middle of the battle. The story told by her skipper Isak Holmsen, is here reproduced from the "Daily Express."

"WE were out fishing on the Viking Bank off the coast of Norway," said Mr. Holmsen, "when we saw five warships flying the British flag bearing down on us.

"Suddenly, as though from nowhere, a great swarm of German bombers marked with the Iron Cross swooped overhead and attacked the British ships which greeted them with a terrific fire from their anti-aircraft guns. The 'planes swerved away after dropping their bombs some hundreds of yards off their targets.

"By the time the bombers dived again we were in the centre of the battle, with the British warships all round us, blazing away at the 'planes.

"Hell was let loose then for hours. Bombs seemed to fall like hail from the wheeling 'planes—like great gulls diving and roaring away into the skies again.

"Dozens of bombs dropped close to us. I ordered 'full speed,' and we tried to get out of the battle. We had the deck cleared ready to take off in the small boat if we were hit. But everywhere we moved the battle seemed to follow.

"The warships, zig-zagging at terrific speed as they drove off the 'planes time after time, sent up waves that nearly swamped us. And the noise of their guns deafened us.

"At last the Germans had had enough, and they turned and flew away southwards. One of my crew said he counted 150 of them.

"Not one British ship was hit—even we escaped. The warships then sailed westwards, and we were left alone in the 'battlefield.' Well, we never dreamed we'd be in the middle of a battle.

"Have you ever been in a fifteen-ton boat with warships firing all round you and 'planes dropping bombs all round you? Some of these bombs fell only fifty yards away, and our boat rocked as if she would turn over at any minute.

"We noticed two of the German 'planes in difficulties. They were far from us, but seemed to be falling into the water, and after the warships left a big red 'plane—we could not see her markings—circled around. Maybe she was looking for these two 'planes."

The fate of some of the Nazi bombers which were believed to have been damaged by British fighters and anti-aircraft guns is not certain, but several of them came down on neutral territory. Above is one which crashed in Norway. It is a Dornier flying-boat similar to that seen in page 270.

Photo, Planet News

Friend and Foe Borne in Honour to the Grave

The bodies of the German airmen brought down during the raid on Rosyth lay in the church of St. Philip, Portobello, watched over by two policemen (top right). Then the coffins were carried to the grave and a firing-party supplied by the R.A.F. paid a last tribute to the brave enemy.

Photo, "Daily Mirror"

Above is the scene in Portobello when officers of the R.A.F. bore the coffins of the German airmen, Unter-offizier Seydel and Flieger Schleicher, to the grave. Kilted pipers played a lament.

Britain's first real air raid took place on Monday, October 16, when German 'planes attacked ships of the British Fleet lying at Rosyth. The pictures in this page illustrate the funerals of the victims of the raid: the three above of the two German officers, and below those of ten of the seventeen British naval men. Left, the procession approaching the cemetery at Rosyth; right, a firing-party from the Royal Navy saluting their fallen comrades.

Photos, Topical, Sport & General, and Graphic Photo Union

OUR DIARY OF THE WAR

Monday, October 23

Finnish delegation, led by M. Paasikivi and accompanied by M. Tanner, Finnish Minister of Finance, arrived at Moscow to resume negotiations with Russia.

Paris reported that, after a quiet night on the Western Front, there had been **marked activity on the part of advance units,** particularly in the region west of the Saar.

Two British ships, "Sea Venture" and "Whitemantle," were reported sunk. The first was torpedoed off the north coast of Scotland; the second lost after an explosion due either to a mine or a submarine.

U.S. steamer "**City of Flint,**" which had been **seized as contraband** by a German cruiser, was brought by a prize crew into Kola Bay, north of Murmansk, flying the Swastika.

Sir Eric Phipps, retiring British Ambassador, left Paris.

Tuesday, October 24

Raids and ambushes were reported from various parts of the Western Front, and fairly sharp engagements towards the south-eastern border of the Forest of Warndt, where a German attack on a French outpost was driven back.

Von Ribbentrop delivered **a bitter speech** at Danzig in which he accused the British Government of systematically preparing, over a period of years, to make war on Germany.

Greek steamer "Konstantinos Hadjipateras" sunk by U-boat in the North Sea.

Poland's gold reserve, amounting to more than £15,000,000, reached Paris after an eventful journey from Warsaw.

Leaders of the Finnish delegation left Moscow to consult with their Government on new proposals put forward by Stalin.

Polish Consul-General in London announced that Poles in Britain would be mobilized for service in the Polish Army in France.

Wednesday, October 25

The Air Ministry announced that reconnaissances carried out by the R.A.F. during the preceding 24 hours included **night flights over Berlin,** Magdeburg and Hamburg.

Paris reported that French troops had repulsed a German detachment in the region close to the Moselle. As a whole, conditions on the Western Front were quiet.

Five British ships were reported sunk by enemy action: "Ledbury," "Menin Ridge," and "Tafna," all in the North Atlantic; "Stonegate," attacked and sunk by German battleship "Deutschland"; and "Clan Chisholm," sunk off the Spanish coast.

Thursday, October 26

Air Ministry announced that it was now known that at least **seven out of twelve German aircraft failed to return** to their base after last Saturday's attack on a British convoy in the North Sea.

There were minor encounters between contact units and artillery action on both sides at various points of the Western Front.

Southern Rhodesia offered to maintain three air squadrons in the field on any front.

Admiralty announced that the wreck of a German submarine, containing more than 50 dead, had been washed up on Goodwin Sands.

Murmansk marine authorities ordered the release and immediate departure of the U.S. vessel "City of Flint," brought in by a German prize crew on Tuesday.

Soviet Government replied to British Government's Notes of September 6 and 11 on questions of war contraband, declining to recognize the validity of the British contraband list or the British Government's right to inspect and detain Soviet merchant ships.

It was officially confirmed in Berlin that **Hitler intended to bring back all German minorities** from all countries.

An Austrian "Freedom" radio station began sending out anti-Nazi broadcasts.

Friday, October 27

Massed concentration of German troops was reported in the Saar, along the Belgian, Dutch and Swiss frontiers, and along the German North Sea coast.

U.S. Senate passed the **Bill repealing the arms embargo provision** of the Neutrality Act.

King Leopold broadcast an address to the people of the United States in which he declared Belgium's neutrality, but stated that, if attacked, she would not hesitate to fight.

German press complained that alleged anti-Nazi propaganda in Belgian newspapers were a breach of neutrality.

German submarine sunk by French Navy in the Atlantic.

Malaya made a first contribution of £80,000 to the Red Cross and St. John Fund, thus bringing it up to over the half-million mark.

Saturday, October 28

Germans reported to have massed 65–80 divisions behind the lines from the North Sea to Switzerland.

Nazi aeroplane, attempting a reconnaissance flight over the Forth area, was **forced down east of Dalkeith** by British fighters. Two of the crew survived and were taken to Edinburgh.

Another German 'plane appeared over the Orkneys, but disappeared when fighters went up to engage it.

Air Ministry announced that R.A.F. aircraft carried out night reconnaissances over certain areas in Southern Germany. This was the first flight in severe weather. All aircraft returned.

Washington issued a protest against the attitude of the Soviet Union over the case of the "City of Flint," the whereabouts of which are at present uncertain.

Sunday, October 29

Increasing number of British heavy guns were moved into position on the Western Front.

French official communiqué reported all quiet generally during the day.

Hitler said to have taken up headquarters at Godesberg.

Himmler took over his duties as Director of Colonization in Polish territory occupied by Germans.

First contingent of Soviet troops entered Latvia to begin occupation of bases allotted by the Latvian-Soviet agreement.

THE POETS & THE WAR

V

THE VOICE OF THE EMPIRE

By Lord Rennell

If my work is over and if in vain I had hoped at the close of life
That peace would fall with the evening, not passion and hate and strife,
I can still give thanks as my sun goes down for one treasure of passing worth,
The faith that was staunch to the motherland of her sons at the ends of the earth,
When she called them all into council and their splendid answer came,
Their pledge in an issue greater than conquest, profit or fame,
That peoples should live in freedom, unfettered in word or thought,
And hold the land that their fathers held and the faith that their fathers taught.
From the isles of all the oceans, from the north to the tropic sun
We have heard the homing voices, and the soul of their voice was one—
She has carried the flag of freedom over many an unplumbed wave,
Saint George's cross at the masthead, to liberate not to enslave.
She sheltered us in our childhood. We are nations now full-grown.
If Britain must draw her sword once more she shall not draw alone.
With a single voice in a common cause we bid the challenger know
We stand with the Mother Country, and where she leads we go.

—*The Times.*

It Is Said That . . .

In Cologne motor-cars are forbidden even dimmed side-lamps after dark.

The word "axis" is said to have disappeared from the Italian vocabulary.

Young Nazi officers are creating a reign of terror in Polish villages.

German officer called Polish campaign a "strafe" expedition, not a war.

"Stalin is afraid of Hitler, and he has every right to be so," says Trotsky.

Warsaw was so damaged by bombardment that it may not be completely rebuilt.

German soldiers on service now hear by radio of the arrival of babies born to their wives.

"There has always been misery; there is misery today; there will always be misery." (Hitler at opening of Winter Relief Fund.)

German troops in Poland were bitterly disappointed at being ordered to the Western Front; they thought they were going home.

A traveller through Munich said that, apart from eggs, meat was unobtainable there.

Large areas of the Siegfried Line are threatened if the Rhine rises in flood.

Moscow radio programmes in German now start: "Proletarians of the World, unite!"

Nazi authorities in Poland are confiscating bed-linen for hospitals, especially from Jews.

German casualties in Poland were eight times as great as the figure mentioned by Hitler.

Units of armoured infantry, constituting "shock troops," have made sorties from the Siegfried Line.

A group of German officers have petitioned for a commission to investigate the story of Nazi fortunes abroad.

In Germany retired State officials up to the age of 70 have been mobilized for clerical work.

An organization of volunteer guerilla fighters, "the Ragged Guard," are openly attacking Nazidom in Hungary.